

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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EXCLUSIVE Q&A:



ROB COLLARD

The tin-top battler and British GT champ tackles the readers' questions p20



Heartbreak for the Ferrari man as he crashes out of French Grand Prix

LECLERC: I MUST STAMP OUT UNFORCED ERRORS



Leclerc slid off on lap 18 in France



Leclerc was frank after the shunt

By Matt James

Ferrari star Charles Leclerc has promised to eradicate mistakes from his driving after crashing out of the lead of the French Grand Prix last weekend, which handed the victory to Red Bull rival Max Verstappen.

Leclerc led from pole but slid wide at Turn 11 on lap 18 to hand the glory to Verstappen. The Monaco-based driver was left heartbroken. "If I keep doing those mistakes then it is pointless to be performing at a very high level," he said. "I will try and get better but this is not good."

Team principal Mattia Binotto backed his driver after the error. He said: "In a week's time we have Hungary, important to turn the page and look forward. It will be hot and again about tyre management and overheating. So there is plenty of reason to smile so our objective should not be winning but a 1-2."

Verstappen's victory means that the World champion now has a 63-point buffer at the head of the points table.

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INSIGHT

GOING FOR BROKE ON THE HILLS

Why one man is aiming for 1000bhp p16



REPORT

GREER SNAPS UP THE NI RALLY TITLE

Perfect Down Rally hands crown to Citroen man p29



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COMMENT

Photo: Pro-Rally.co.uk, Motorsport Images, Jakob Ebrey



The Ferrari takes a one-way trip to the barriers during the French Grand Prix on Sunday

LECLERC SHOWS CLASS DESPITE WOE

Sometimes you learn more about a racing driver when things are going wrong. It is all smiles when the podiums are being ticked off but racing drivers don't often hit that sweet spot. More often than not, there are speed bumps to be scaled along the way.

Charles Leclerc has experienced more than most this season, and the kick in the guts that was his retirement from the French Grand Prix after what was an unforced error was painful to watch. He was furious and heartbroken in the same measure.

What was impressive was his hands-up approach to the disaster. His nose was well and truly rubbed in it by Max Verstappen taking victory, but there were no histrionics from Leclerc. Instead, there was a frank admission that he had made a mistake that was honest and forthright. It was the mark of the kind of driver that he is that he didn't rush to blame anyone but himself and he took the rap.

That honesty was reciprocated by his Ferrari team boss Mattia Binotto, who put a metaphorical arm around his shoulder and promised that the squad would look forwards to the next grand prix in Hungary this weekend. That is only fair, given the amount of times Ferrari has already shot itself in the foot this year with poor reliability and unusual strategy decisions.

That is the kind of reaction that shows how solid the relationship is between the team and its star driver, and that is the sort of foundation that should take them on to greater heights when the mistakes are put behind them.

Elsewhere in this issue, the incumbent of our readers' Q&A hot seat is Rob Collard. From a background in short-oval racing, where his dad Mick Duffy Collard was already a legend, Rob decided to tackle the most competitive championship in the UK, the BTCC. Far from shying away from the challenge, Collard spent nearly two decades going door handle-to-door handle around the UK tracks. From there, he went and won the British GT Championship in 2020 and now spends much of his time looking after the careers of his two young sons, Jordan and Ricky.

We have a bumper reports section this week too. Congratulations go to Northern Ireland dominator Jonny Greer on his title success, which was claimed on the Down Rally. There is action from Scotland too.

We were desperately sad to hear the news about the legend Paddy Hopkirk, who passed away last week. There will be a full tribute to the Northern Irish hero in a future issue of MN, but our thoughts are with his family at this difficult time.

As well as the reports, including British GT from Spa, we need your help in our latest Motul-backed MN poll. Turn to page 34 to help us pick out our favourite racing Lolas.

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Red Bull man hammers home his advantage in France



McLaren to the fore in British GT

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SCOTTISH RALLYING: Binnie serves up a victory

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FORMULA 1 REPORT: FRANCE

Photos: Motorsport Images



Red Bull fended off Mercedes



Max has taken seven 2022 victories

FERRARI FEELS THE PAIN AS MAX WINS ONCE MORE

Red Bull gained ground while Leclerc ended up in the barriers. By **James Roberts**



Leclerc was left heartbroken

The outcome of the 2022 FIA Formula 1 World Championship could well have been decided on lap 18 of last Sunday's French Grand Prix.

The sight of tyre marks leading from the edge of the Beausset corner towards the barrier indicated something had gone disastrously wrong. Race leader Charles Leclerc was breathing heavily in the cockpit of his damaged Ferrari. After a lengthy pause he roared: "Noooooo!" at the top of his voice. It was the third time this season he'd retired while leading a race. And on this occasion, it was his own mistake.

There's no doubt Leclerc is supremely quick, but too many times in his career he has made an error that has taken his scarlet machine into the barriers or through a gravel trap. This year, for the first time, he's in a pressurised World title fight and if he is to ever vanquish rivals such as Lewis Hamilton or Max Verstappen, he has to keep his Ferrari pointing in the right direction.

On this occasion, Leclerc had drifted wide in Beausset, squeezed the throttle and his rear tyres couldn't cope with what was being asked of them. Having run out of grip, his car rotated across the stripy Tarmac run-off and into the wall.

"Since the beginning of the season, I feel like I'm performing at probably the highest level of my career," said a downbeat Leclerc. "But there's no point performing at this high level if I then go on to make mistakes. That's 32 points now. Twenty-five today as it was likely we were going to win this race."

"If at the end of the year we count back and it's 32 points missing, then I know it's coming from me and that I did not deserve to win the championship," Leclerc added. "For the second half of the season, I need to get on top of this if I want to be World champion."

Ferrari boss Mattia Binotto was quick to refute suggestions it was a problem with his throttle, similar to the issue that hampered his car at the previous race in Austria: "What happened is a genuine mistake of Charles, which are things that may happen, but they



Briton Russell prevailed in a tense late battle with Red Bull's Perez

do not take away how good he is as a driver."

In the 17 laps prior to his retirement, Leclerc had managed to fend off Verstappen. At Paul Ricard, Red Bull chose to run less downforce than the Ferraris, so had faster top speed, but the Dutchman couldn't find a way past in the opening stint.

The team decided to bring in Max at the end of lap 16, converting to an aggressive one-stop strategy. You could argue that Red Bull's plan worked. Max was going for the undercut and that put pressure on Leclerc to keep his foot down. It would have been a close call if the race had played out as normal, but when the local driver spun away his chances, it was an easy afternoon for Verstappen.

His Red Bull finished 10 seconds clear of Hamilton and a spirited George Russell in the second Mercedes. The British driver enjoyed a scrap with Sergio Perez's Red Bull, who he passed in the closing stages. On lap 42 Russell made a late-braking move to try and take third at the chicane, but Perez – after he initially turned in – cut

the corner to stay ahead. Russell wasn't amused and it required the managerial tones of Toto Wolff to come on the radio to calm his emotions.

When a late-race virtual safety car appeared so that Guanyu Zhou's Alfa Romeo could be safely recovered after a breakdown, Russell got the jump on his Mexican rival in the moment the green flag flew once more.

Behind them was Carlos Sainz, who had enjoyed a drive from the back of the grid for engine-related penalties. He ran long on the soft tyre and was hindered in his final stop when he had to serve a five-second penalty for an unsafe release at his first stop. The fact Sainz was called into the pits at the very moment he was overtaking Perez on track (following a few laps of indecision) indicated that once again Ferrari are prone to out-maneuvering themselves when it comes to strategy.

With arguably the fastest car on the grid, the Maranello team is increasingly reversing out of this year's title fight. It desperately needs the summer break to reset its focus for the second half of the campaign.

F1 RESULTS

French Grand Prix Laps: 53

Track: Paul Ricard

DRIVER	TEAM/CAR	TIME
1 Max Verstappen	Red Bull	1h30m02.112s
2 Lewis Hamilton	Mercedes	+10.587s
3 George Russell	Ferrari	+16.495s
4 Sergio Perez	Red Bull	+17.310s
5 Carlos Sainz	Ferrari	+28.872s
6 Fernando Alonso	Alpine-Renault	+42.879s
7 Lando Norris	McLaren-Renault	+52.549s
8 Esteban Ocon	Alpine-Renault	+56.959s
9 Daniel Ricciardo	McLaren-Renault	+1m00.372s
10 Lance Stroll	Aston Martin-Mercedes	+1m02.549s

11 Sebastian Vettel (Aston Martin-Mercedes) +1m04.494s; 12 Pierre Gasly (AlphaTauri) +1m05.448s; 13 Alexander Albon (Williams-Mercedes) +1m08.565s; 14 Valtteri Bottas (Alfa Romeo-Ferrari) +1m16.666s; 15 Mick Schumacher (Haas-Ferrari) +1m20.460s; 16 Guanyu Zhou (Alfa Romeo-Ferrari) -6 laps; 17 Nicholas Latifi (Williams-Mercedes) 40 laps/accident damage; 18 Kevin Magnussen (Haas-Ferrari) 37 laps/DNF; 19 Charles Leclerc (Ferrari) 17 laps/spin; 20 Yuki Tsunoda 17 laps/accident damage. **Drivers' Championship:** 1 Verstappen 233 pts; 2 Leclerc 170; 3 Perez 163; 4 Sainz 144; 5 Russell 143; 6 Hamilton 127. **Constructors' Championship:** 1 Red Bull 396 pts; 2 Ferrari 314; 3 Mercedes 270; 4 Alpine 93; 5 McLaren 89; 6 Alfa Romeo 51.



Hamilton followed Verstappen across the finish line

RACING NEWS



Hamilton and Alonso (r)

LEWIS PICKS ALONSO AS HIS GREATEST RIVAL

Lewis Hamilton has credited Spaniard Fernando Alonso as being the toughest competitor he has come up against over the Briton's 300-race grand prix career.

The seven-time World title winner was quizzed in the build-up to last weekend's French Grand Prix and said that his 2007 McLaren team-mate gave him the sternest challenge.

It was Hamilton's maiden year in Formula 1 and he pipped Alonso to second in the drivers' championship that season – even though the team lost all of its points due to the 'spygate' scandal.

Hamilton said: "It's difficult to say who has necessarily been the strongest competitor because every time you're with someone, you're in a different place in your life. I remember the task of being alongside Fernando when I was 22. I was so young mentally and, of course, OK in terms of skill but it's a lot of pressure to go up against a great like Fernando. I would say on pure pace, Fernando [is the toughest]."

Alonso paid tribute to his rival too. He added: "He had the talent already in 2007, he still has the talent now with experience. He has been a tremendous driver, a legend of our sport, so it has been always a pleasure to share all this time with him."

VETTEL INCHES CLOSER TO NEW ASTON MARTIN DEAL

Four-time champion Sebastian Vettel says he is aiming to remain with the Aston Martin team in Formula 1 for at least one more season despite rumours linking him to a McLaren seat.

The 35-year-old German joined the Silverstone-based Aston team in 2021 and scored the squad's first podium finish in Azerbaijan that same season. He has said that his intention is to remain with Aston for one more season.

Speaking ahead of the French Grand Prix, Vettel joked: "Well I'm racing this weekend, and the next one."

"Then obviously I've said that at some point we'll start to talk and I'm talking to the team. I think there is a clear intention to keep going and we'll see soon where we stand."



Vettel wants to remain green

HAMILTON FEELS HE IS UNABLE TO FIGHT WITH RED BULL

Rejuvenated Merc man says Verstappen was "out of reach" at Paul Ricard

Photos: Motorsport Images



Hamilton was on form in France



Josef Newgarden was ruled out of the second race in Iowa

INDYCAR STAR NEW GARDEN HOSPITALISED AFTER SHUNT

Penske driver Josef Newgarden was taken to hospital after an accident on the Iowa oval last weekend.

The American, who had won the first of the weekend's two races, was battling for the lead in race two when his car failed and he was pitched into the wall. He was checked at the circuit's medical centre and was released but returned to the medical centre after he later fainted. He cut the back of his head

when he collapsed and was further treated. He stayed in hospital overnight before being released.

Despite not finishing race two, Newgarden maintained his third place in the points standings. The second race was won by Pato O'Ward.

The table is still headed by ex-Formula 1 driver Marcus Ericsson, who took an eighth and a sixth place on the speedway course.

By Matt James

Mercedes star Lewis Hamilton says he is unable to rein in the pace of Red Bull as his W13 machine is suffering in a straight line.

Hamilton scored his best result of the season at Paul Ricard on Sunday when he finished in second spot – which marked his fourth podium in a row. The smooth surface of the south of France track meant that he Mercedes didn't display the porpoising problems that have afflicted it in the past and both Hamilton and team-mate George Russell were more competitive.

Despite the podium boost, Hamilton told Autosport that there was no way he could have improved on his second-place finish in France.

"Literally I'm full gas down the straight and [Max] is pulling away," he said. "One of the biggest deficits was the straight line. So if you're losing four-tenths, whatever it is, three-tenths, on the straight, there's nothing you can do about that. We've got to work to improve that for the future. And I'm sure there's a couple other places that we could be better."

"But yeah, if I pushed any more, maybe I wouldn't have seen the end of the race at the same position. So I had to also keep in mind keeping the car in one piece and keeping the tyres there. This is the best result we could get."

Hamilton's result means he is sixth in the hunt for the drivers' title, and he is 16 points adrift of Russell.

F1 BOSSES SET TO CLAMP DOWN ON UNRULY FANS

Formula 1 bosses are set to clamp down on fans who invade grand prix circuits and steal track signage in the future.

There has been a growing trend, mostly motivated by social media, for fans to take the track furniture, such as DRS boards and advertising hoardings, and post messages. However, F1 bosses said ahead of the French Grand Prix that cameras would be trained on the circuit following the race and anyone seen removing items would be identified.

Crowd behaviour has been under the spotlight since there were

reports of sexual harassment and racist behaviour at the Austrian Grand Prix.

Aston Martin driver Sebastian Vettel said that he has seen a shift in the way the crowds are behaving at tracks. "Maybe you are starting to see a generation that comes to the track that stands up and complains about it and makes a noise and uses different platforms to communicate."

"It's great to see that people are having the courage to speak up, and we are learning about these things going on, because only by doing so can we take action."



Spectators who go on track will now be expected to behave well

RACING NEWS

Photos: Motorsport Images

CHADWICK FORCED TO WORK HARD FOR W SERIES GLORY

Jamie Chadwick maintained her clean sweep of victories in the W Series in 2022 with a victory at the Paul Ricard circuit on Saturday despite a troubled weekend.

The Jenner Racing driver was demoted from pole position after officials deemed that she had crossed the white line on the pitroad exit during the qualifying session, and she was pushed down to third place on the starting line-up.

The Briton jumped up to second place at the start and then battled her way ahead of Beitske Visser on the opening lap. Although she lost top slot following a second safety car period, she returned to the front after just one lap of green-flag running to retain the momentum.

Belen Garcia finished second with Nerea Marti in third place at the flag.

It was Chadwick's seventh victory in a row and her fifth of 2022. She has a 70-point lead over countrywoman Abbi Pulling, who was ninth in France.

"I felt like there was something to make up for after the qualifying session," said Chadwick. "It was a tough race, but once I got ahead I just had to get my head down."

The next round of the series takes place at the Hungaroring on Saturday.



Chadwick prevailed again

IWASA FULFILS THE PROMISE WITH F2 VICTORY

Japanese racer Ayumu Iwasa became the 10th different winner of the Formula 2 season as he dominated the feature race at Paul Ricard last weekend.

The Red Bull-backed DAMS driver overtook Jack Doohan on the opening lap to scorch into the distance and was untroubled throughout to finish more than eight seconds clear of hometown hero Theo Pourchaire.

Pourchaire's ART team-mate Frederik Vesti completed the podium as table-topper Felipe Drugovich was fourth. Championship challenger Logan Sargeant was ruled out with an engine problem at his mid-race pitstop while running competitively.

The opening race of the weekend, the sprint, was claimed by Liam Lawson after a forceful pass on Jehan Daruvala. There was a hectic fight for the bottom step on the podium that was eventually taken by Pourchaire, although he was subsequently penalised for running Marcus Armstrong's Hitech GP car off track. That handed third to Drugovich while Pourchaire's censure dropped him to seventh spot.

MP Motorsport's Drugovich has a 39-point lead over Pourchaire in the points with 10 rounds remaining.



The famous Monte win



Hopkirk was a popular figure and was a BRDC head for three years

PADDY HOPKIRK: TRIBUTES PAID TO A TRUE MOTORSPORT HERO

Northern Irishman and motorsport legend passes away aged 89

By Matt James

Motorsport hero Paddy Hopkirk passed away at Stoke Mandeville Hospital on Thursday last week aged 89.

The Northern Irishman shot to worldwide fame when he won the Monte Carlo Rally in a Mini in 1964 alongside Henry Liddon. As well as his multiple success on the stages, Hopkirk was a prolific racing driver too and had contested Le Mans as well

as several tin-top track outings.

A statement from his family read: "First and foremost, Paddy was a loving husband, father and grandfather, whose passing will leave a huge hole in the lives of those closest to him.

"But Paddy also leaves an incredible legacy of motorsport and business success, while his hard work in support of the British motorsport and wider car industry continued until his final days.

"His family, friends and fans will never forget his sharp wit and wicked smile.

He brought fun and joy to anyone in his company and inspired many."

Hopkirk started competing in 1953 and was a multiple winner of the Circuit of Ireland Rally. His glory brought him to the attention of the Standard Motor Company, which gave him a works contract, before he joined the Rootes Group. He then switched to the British Motor Corporation where he had his greatest successes. As well as winning the Monte, he took to the circuit and even represented BMC at Bathurst.

He was a class winner at Le Mans in 1963 at the wheel of an MGB, sharing with Alan Hutcheson.

A statement from the British Racing Drivers' Club, of which Hopkirk was chairman between 2017 and 2019, read: "It is with great sadness that we share the news of the death of BRDC vice president and former president Paddy Hopkirk MBE. We thank Paddy for his dedication and love for the club. On behalf of the club we send our love and thoughts to his family at this difficult time."

LAMBO PICKS ITS FIRST HYPERCAR DRIVERS

Lamborghini has confirmed its first two factory drivers ahead of its step up to the LMDh division of sportscar racing in 2024.

Regular Lamborghini GT racers Mirko Bortolotti and Andrea Caldarelli will handle the development work on the new Ligier-developed sportscar, which is due to contest both the US-based IMSA SportsCar

championship and the World Endurance Championship.

Bortolotti joined the Italian team's GT line-up in 2016 and has been a title winner, while Caldarelli has been part of the roster since 2017.

Bortolotti is currently leading the DTM in a Grasser Lamborghini. He said: "I'm very grateful to Squadra Corse for making the LMDh project possible and for the unconditional trust they have put in me.

"Representing the brand on the most important endurance racing stage and competing for overall victory in the great endurance classics is both an honour and a responsibility."

Caldarelli added: "Back in 2017, when I started racing for Lamborghini, I had the goal of fulfilling my childhood dream: to race with my favourite brand of car in the most prestigious endurance races. I'm really excited about this new adventure and do my best to bring all my experience to this project and to win new and prestigious trophies."



Caldarelli and Bortolotti (r)



Habsberg has LMP2 fan plan

FANS CAN OPT IN TO PART-OWN HABSBURG'S 2023 LMP2 WEC ASSAULT

Sportscar driver Ferdinand Habsburg has revealed ambitious plans for a fan-run World Endurance Championship team in the 2023 series.

The 25-year-old Austrian, who races for the RealTeam by WRT operation in LMP2 and won that division at Le Mans in 2021, has said that he is looking for up to \$1000 per season, and then they will be involved in all the key decisions for the squad. The decisions, which will be voted for on social media, could include things such as colour schemes, driver line-ups and which races the squad takes part in. The operation would be called the

Rebel Team with WRT squad and will field Oreca-Gibson 07 in 2023.

The driver said: "Rather than one or two people choosing the drivers and making the decisions, it will be a community of people who have maybe dreamed about owning a team and participating in motorsport, who can now get involved."

"People who have never had the chance to take decisions in motorsport will finally get the ability to do that. There will be enough people who will be interested, enough fans who want to participate."

"If we are able to sell out we will be able to do more; we could take the invested money and do more races."

BRIT ALEXANDER SIMS TO FOCUS ON A GT RACING FUTURE AFTER QUITTING FORMULA E

Mahindra Formula E racer Alex Sims has set his sights on a sportscar drive after confirming that he would step away from the all-electric single-seater series at the end of the 2021-2022 campaign.

The 34-year-old, a former McLaren Autosport BRDC Award winner, told Autosport that he would explore a future

in long-distance racing. Sims has a strong background in sportscars having raced in British GT, the Blancpain series, the Nürburgring 24 and in the US-based IMSA category. He contested this year's Le Mans 24 Hours this season at the wheel of a factory Corvette.

The Formula E contest finishes with the

final rounds at Seoul in South Korea in the middle of August.

Sims said: "I just never felt 100% comfortable with the [Formula E] car. I just find myself feeling a little bit lost through all of the race days. Which to be honest, I think a lot of people probably do as well.

"[When] I go back to endurance racing

and it's like, a known thing. I feel just more comfortable, more confident in myself.

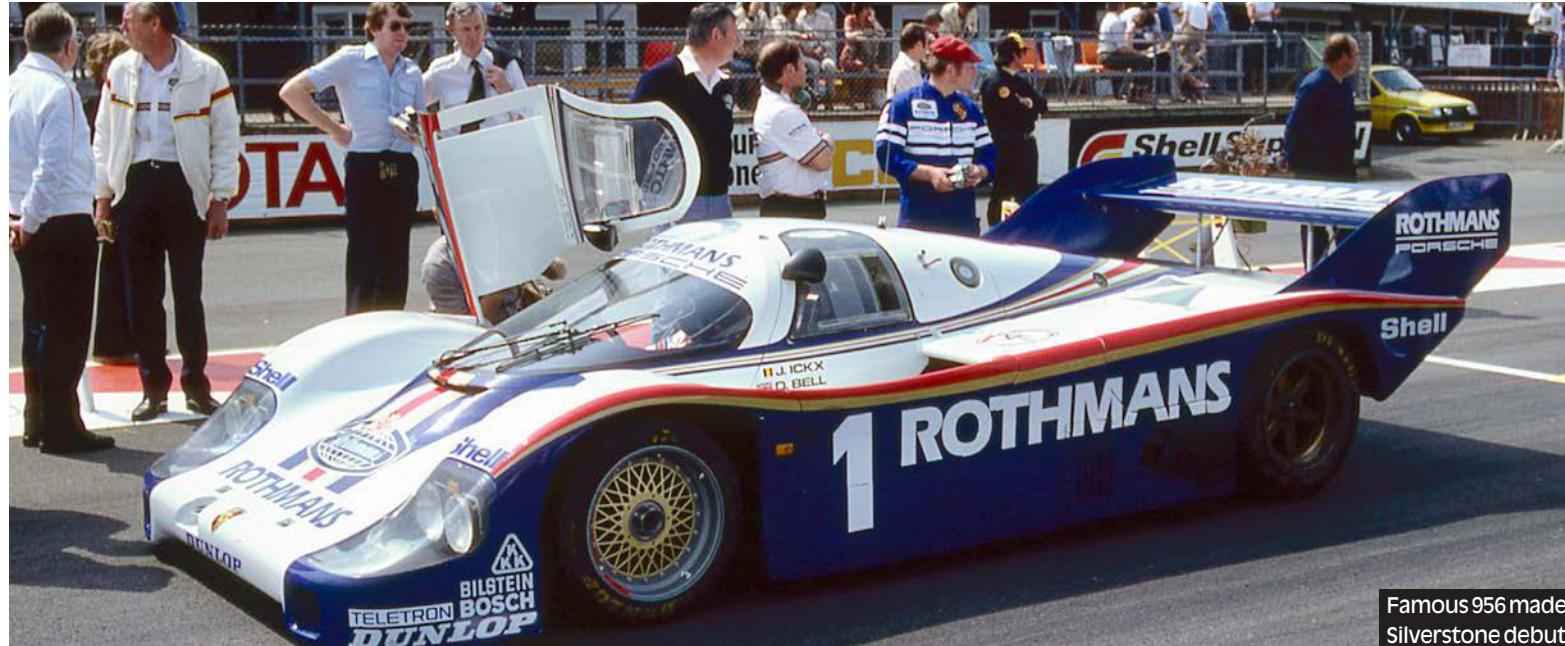
And generally, it seems my performance level is higher in that relative to other people than I can achieve here, throughout the whole season. I'm not going to have years and years of racing left me, it's not like I'm in my early 20s or something."

RACING NEWS

GROUP C TO BE CELEBRATED AT THE CLASSIC

Iconic sportscar era's 40th anniversary to be marked at Silverstone August bank holiday event

Photos: SHL/BRDC Archive, R Willsmore Photography, Jakob Ebrey



Famous 956 made Silverstone debut

By Graham Keilloh

The 40th anniversary of the legendary Group C sportscar era will be marked at Silverstone's The Classic event next month with special displays and on-track demonstration laps.

Group C started in 1982 and Silverstone hosted an early race, the Six Hours of Silverstone, wherein the famous Porsche 956 made its debut and started in earnest a lionised sportscar racing generation.

The Classic event, taking place on the bank holiday weekend of August

26-28, will salute the significance of Group C's formative stage at the Northamptonshire circuit with a special display of Group C cars plus track demonstrations of the machines on both Saturday and Sunday.

The celebration is being curated with the enthusiastic support of Group C arch enthusiast, collector and racer Henry Pearman.

Pearman said: "Having helped to put together the display to mark the 25th anniversary at The Classic in 2007, I am thrilled to take on the same role this year.

"We'll be bringing a selection of great cars for the demonstration runs,

including an iconic works Rothmans 962, spectacular John Fitzpatrick 956 plus the distinctive Richard Lloyd RLR 962, which has a strong connection with Silverstone as the much-loved British team was based at the circuit. With other Group C cars joining us too, this should be a superb Ruby birthday celebration to remember."

CEO of The Classic promoter Goose Live Events Nick Wigley added: "In most of our lifetimes, Group C was the zenith of sportscar racing and so we are thrilled to be celebrating its 40th anniversary."



Group C is a frequent Classic feature

LIKE FATHER LIKE SON FOR CARVELL

116 Trophy's Silverstone victor Rob Carvell said history repeated itself when battling with Tim Harvey's son during the recent race as his British Touring Car Championship-racing father battled with Tim.

Tim and son Jamie made their debut in the 116 endurance contest at Silverstone 10 days ago. And Carvell on his way to victory diced with Jamie in the opening stint of the 90-minute race, something that Carvell noted had an echo of the generation before when his father

Dave, who made 13 BTCC starts between 1987 and 1990, battled with Tim Harvey at the same venue in BTCC in Rover Vitesse in '87.

Rob Carvell told Motorsport News: "For Jamie for I to be racing together, as we were at the start, it's like history repeating itself because 35 years ago my father Dave Carvell was racing against Tim Harvey here at Silverstone. To be exchanging places with the Harveys was really historic for us."



Carvell (59) and Harvey (44) Junior got to battle



Harvey Sr and Jr enjoyed 116s

HARVEY EYES MORE 116 TROPHY

British Touring Car champion Tim Harvey has confirmed he and son Jamie are keen to do more 116 Trophy races together following their debut in the series 10 days ago.

The 1992 BTCC champion Harvey alongside Jamie ran competitively in the low-cost endurance contest at Silverstone and finished third on the road, though fell to sixth in the results via track-

limits penalties. Harvey told Motorsport News prior to the race that if their 116 Trophy debut went well he and Jamie would look to do more races, and after the race Tim confirmed this was the case.

"It was great, it was everything we wanted, the car was great, the championship was really welcoming, we had a perfect trouble-free weekend, some good testing laps on Friday,

qualified well, fifth was better than we could have expected first time out, and we had a great race," Tim told MN.

"The pace was really good all the way through, the racing was very well behaved. We've loved being part of it."

"I'll talk to Jamie but I'm sure he'll be very keen to do some more [116 races], so watch this space and we'll see if we can align our diaries and get back out."

SEVEN UP FOR STUDENT MOTORSPORT CHALLENGE

The Student Motorsport Challenge had its largest-ever entry of seven at Snetterton last weekend in the latest inaugural-season round of the inter series within the CityCar Cup.

The record turnout in the competition for students to enter and run cars was achieved with East Surrey College and Sheffield Hallam returning after missing the previous Anglesey meeting.

In addition two drivers made their SMo Challenge debuts at Snetterton, karter and sim racer Alex Walker with Sheffield Hallam plus former EuroNASCAR racer Ben Creanor with Oxford Brookes. The latter was revealed in team principal Harry O'Donoghue's Motorsport News column last week (see MN, July 21). Student Motorsport founder

John Paul Latham said: "Interest is already growing for 2023 and the second half of this season will bring many surprises."

The meeting also featured the livestreamed final of the Student Motorsport Pit Stop Challenge wherein teams simulated a stop where the car is damaged after an off in wet conditions. The winner got a set of Nankang tyres, a trophy and detailing kit.



Students got pitstop challenge



Smith is picking up the trophies

SMITH'S SIGHTS ON TCR TITLE

Isaac Smith is targeting the TCR UK title after moving to the top of the standings with two more podium finishes at the recent Oulton Park event.

Smith's Race Car Consultants-run Volkswagen Golf GTi finished behind the Hyundai i30s of Alex Ley and Adam Shepherd in the opener. Smith then produced some impressive overtaking manoeuvres to climb from eighth to third in race two, beaten only by the Cupras of maiden-winner Jamie Tonks and Bruce Winfield.

"I just had to make the moves when they were there," said Smith, who has yet to win a race but now heads the chasing pack by 42 points. "[The championship] is the goal at the end of the day. Points mean prizes, don't they?"

Two four places for British Touring Car Championship race-winner Chris Smiley kept him in title contention but reigning champion Lewis Kent and previous points-leader Max Hart had days to forget. Clutch problems and track-limits penalties limited Kent's Hyundai Veloster to a best finish of ninth.

Hart's day went rapidly downhill after qualifying fastest. An overboost infringement sent his i30 to the back of the grid, and he then twice retired with technical dramas. When dropped scores are applied, Hart retains a marginal points advantage.

**“THE TRACK IS MY CANVAS,
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RACING NEWS

VALLUGA BOSS UNHAPPY WITH RACE PENALTY

Valluga Racing boss Benji Hetherington described the penalty his British GT Porsche 718 Cayman GT4 got in last month's Snetterton round as "outrageous" and "barbaric".

The Matty Graham/Ross Wylie Porsche looked good to finish second in Snetterton's race one before a stop-go penalty for pushing the car back into the pitlane too early at their stop.

Hetherington told MN: "We didn't have a pit garage, we didn't even have a pitlane to work with, we didn't even have working lines [for reference], fast lanes, whatever, we were out in the sticks at the end of the pitlane in the middle of nowhere. [The penalty] was pretty contentious [and] based on the circumstances was pretty outrageous."

"I wouldn't even call it a harsh penalty, I'd call it a pretty barbaric penalty."



GB4's Grant is going for gold

GRANT GETS BTCC AND F4 CHANCES

GB4's Chloe Grant has sampled a British Touring Car Championship Laser Tools Racing Infiniti Q50 plus was picked for the latest stage of FIA's Girls on Track Rising Stars programme.

Grant, who is backed by Laser Tools in GB4, tried the BTCC machine at this month's Snetterton test. She was also recently confirmed as one of 14 from around the world proceeding to next month's Paul Ricard shootout for the FIA programme nurturing the best young female drivers. Grant has a chance to join the Ferrari Driver Academy and compete in Italian Formula 4 with Girls on Track partner Iron Dames from the programme's November finale.

Grant told Motorsport News: "Laser thought it would be interesting for me to drive a much different car, just getting more experience and more seat time. It was last minute, we've got a tyre test, just quickly come down."

"It was really good to drive. The weight transfer is huge compared to the GB4. The strangest thing for me was having power steering. I felt as if I couldn't feel exactly everything the car was doing, but if you go into touring cars you need to get used to power steering."

"This year we decided we would apply [to Girls on Track]. I'm just going to work as hard as I can and what's meant to be will be. I can't think 'oh I wish I worked harder'."

VALLUGA GETS NEW LINE-UP FOR SPA

British GT effort has driver overhaul for its GT4 Porsche with Khera joining



Ferrarichamp Khera joins effort

By Graham Keilloh

Valluga Racing made a wholesale change to its British GT driver line-up for Spa last weekend with Lucky Khera joining team boss Benji Hetherington in its Porsche 718 Cayman GT4.

British GT debutant Valluga had race-winner Hetherington competing alongside 2014 British GT champion Ross Wylie at Oulton Park's season

opener in an all-Silver-graded line-up. Then from Silverstone's round two Porsche Carrera Cup GB frontrunner Matty Graham joined Wylie, again as a Silver duo.

At Spa Hetherington resumed alongside twice Ferrari Challenge UK champion and multiple 2022 GT race-winner Khera in a Pro-Am pair. Khera had previously made two British GT starts, plus with Valluga did three 2021 Carrera Cup GB rounds.



Valluga was looking for a Pro-Am line-up and Khera fits the Am bill

Hetherington told Motorsport News: "The way that we structured this year with Ross and subsequently Matty was not ideal, but it was good commercially and it was good from a performance perspective."

"We had a bit of a renegotiation in between Spa and [previous round] Snetterton and we couldn't really agree a really good way forward. Matty was only doing up to Spa anyway because of other commitments."

"I've known Lucky for a few years now, he's just ace, love him to bits. Lucky represents the perfect bronze [Am driver]. First of all he's quick, second he's up for learning, he puts the mileage in, he just wants to go racing competitively. Therefore he becomes a really good fit for us."

"I'm not going to count my chickens but the idea is we're going to do the rest of the year. Pro-Am was always what we wanted to do."



Pearson sits out meeting

PEARSON MISSES KNOCKHILL WITH CROFT CRASH INJURIES

Chris Dittmann Racing driver Joel Pearson will miss this weekend's British Formula 4 Knockhill round due to injuries from a sizable accident in the previous round last month at Croft.

The teenager, who is racing a year on from a bone cancer diagnosis, initially targeted a Knockhill return after the Croft smash that his boss Chris Dittmann called "the biggest we've seen as a team". It left Pearson with bruises and a suspected broken finger.

The team last week posted on social media: "Following hospital checks after the accident at Croft, it was discovered that Joel Pearson had broken his left thumb."

"Based on medical advice, Joel needs some extra time to recover, and as such we unfortunately won't be taking part in the upcoming British F4 race weekend at Knockhill."

"We look forward to welcoming him back at Snetterton where we may also have some exciting news to share."

HERBERTH JOINS BRITISH GT GRID

Herberth Motorsport entered an all-Am driver Kevin Tse and Antares Au line-up in British GT last weekend in a Porsche 718 Cayman GT4 to help their Spa 24 Hours preparations.

It was the Asian Le Mans Series champion team's and Au's British GT debut. Tse is a familiar British GT face having won overall at Oulton Park last year in a RAM Mercedes plus raced a Sky Tempesta GT3 Mercedes earlier this season. The Herberth team is not planning further British GT appearances.

Au and Tse with Herberth will race in this weekend's Spa 24 Hours alongside Dylan Pereira and Jaxon Evans in a Porsche 911 GT3.

The team told Motorsport News: "We have already been part of the legendary [Spa] 24-hour race in previous years and therefore naturally want to achieve top results with all our cars. Good preparation is particularly important on this demanding course."

"We have already contested races in various championships with the drivers, plus Kevin Tse already knows



Tse was back in British GT action

the championship from past events. This combination should allow for good preparation."

As for why it raced in GT4 rather than GT3, the team added: "Herberth Motorsport has been fielding various Porsche models in different racing series for many years. The entry alongside the SRO Speedweek offers us extensive opportunities to prepare for the upcoming endurance race in Spa and to get familiar with the track."

RALLY NEWS



Reid has a vision

REID KEEN ON STUDENT TRAINING PLAN

Robert Reid wants to make training sessions for local students a feature on all rounds of the World Rally Championship.

The FIA's deputy president for sport was in Estonia earlier this month to launch the first seminar, which gave the opportunity for 20 students from the University of Tallinn to learn more about the WRC's hybrid technology and sustainable fuel. They also met FIA rally department chief Andrew Wheatley plus representatives from the factory teams during a service park tour.

"Motorsport exists to inspire and to drive forward technology and the activity with the students in Tartu is something that I am keen to see roll out at all WRC events in future," said Reid.

"The work we are doing, together with the teams and manufacturers, to arrive at zero carbon emissions in our sport by 2030, is quite extraordinary. But it is also an ongoing process that will require the passion and energy of tomorrow's engineers to achieve. By creating that dialogue with students we hope to inspire them to contribute to these goals, whether in motorsport or beyond."

M-SPORT PROMOTES HUTTUNEN FOR HOME WRC COUNTER

British team fast-tracks Finnish talent from WRC2 line-up to Rally1 squad

Photos: mcklein-imagedatabase.com



Breen will be joined by new team-mate



Huttunen will step up from R5

By Graham Lister

M-Sport will attempt to revive its World Rally Championship fortunes in Finland early next month with a secret weapon up its sleeve.

The British squad hasn't celebrated a WRC podium since Craig Breen's second place in Sardinia at the start of June.

However, it has promoted Jari Huttunen from its WRC2 squad, switching the 28-year-old Finn from a Ford Fiesta Rally2 to a top-of-the-range Ford Puma Rally1.

While M-Sport insists it is not banking on a strong result from the WRC3 champion, who has brought funding to secure the drive,

it is considering Huttunen as a regular in its future Rally1 line-up.

"I can't wait to see Jari step up into Rally1 machinery and feel very proud that it will be in an M-Sport Ford Puma Hybrid Rally1," M-Sport team chief Richard Millener said. "Jari has followed a similar path to Pierre-Louis [Loubet] when you look at their results and I am sure everybody will be keeping a keen eye on Jari's progress."

"From the team's perspective there will be no goals or pressure, we simply want to see what Jari can do when given the tools and machinery. It will be a learning exercise more than anything, for Jari, Mikko [Lukka, co-driver] and the team. For Jari he will be

starting to learn what it takes to be at the very top of the WRC, for us we will learn what we need to do to support and develop Jari to get him to the top level."

Huttunen, who fought Briton Chris Ingram for the 2017 ERC Junior title before being selected for Hyundai's driver development programme, said: "It will definitely be challenging on such a fast rally in a car with so much power, but I have a good feeling in the Rally2 already and so I feel we will carry that feeling over to the Puma. I've really enjoyed working with M-Sport on these past events and I'm starting to feel very at home. The aim for the weekend will be to learn from the car and try

to keep a good rhythm with a steady pace. It can be a tricky event but I know it quite well, so let's see what happens. I'm very glad to be given this opportunity by M-Sport so we want to make the most of it."

Huttunen is currently fifth in the WRC2 Open category after four appearances having scored third-place finishes in Sweden and Sardinia.

He's due to start Rally Finland, which takes place from August 4-7, on the back of a one-day test in a Puma Rally1 in Estonia.

Meanwhile, Breen, Gus Greensmith, Adrien Fourmaux and Loubet will also form part of the M-Sport's Rally Finland Puma attack.

LLARENA CLOSES IN ON ERC TITLE

Efren Llarena moved a step closer to winning the European championship with fourth place on Rally di Roma Capitale last weekend.

The result put the Spaniard 58 points ahead with 70 up for grabs over the remaining two rounds. With closest rivals Nil Solans and

Simone Tempestini facing financial struggles, Llarena could become champion on Rally Zlin in Czech Republic next month.

Former circuit racer Damiano De Tommaso scored his first ERC win alongside Georgia Ascalone after a throttle issued slowed Andrea Crugnola and Pietro

Ometto on the final morning. Simone Campedelli and Tania Canton finished second with multiple French champions Yoann Bonato and Benjamin Boulloud third. Sara Fernandez alongside Llarena made it three female co-drivers in the top four.

INDIA UP NEXT FOR RALLY STAR SCHEME

India has been confirmed as the host of the fourth FIA Rally Star Continental Final with the Madras circuit staging the Asia-Pacific contest on September 2-4.

The winner will join Estonian Romet Jurgenson, the European winner, Oman's Middle East and North African Final winner

Abdullah Al Tawqi and Max Smart, who won the African Final in his native South Africa in May, in the FIA Rally Star Training Season in 2023, when they will get six national-level rallies and a training and development package as their reward ahead of a possible Junior WRC campaign in

2024 if they make the grade. Finals in North and South America will be scheduled later this year along with the Women's Final when the seventh Training Season participant will become known. Briton Katie Milner, one of two European Final qualifiers, is one of the finalists.

LONGER AND MORE FLEXIBLE WRC SERVICE TIME GETS THE ALL-CLEAR

Teams running Rally1 machinery in the World Rally Championship will get longer to repair cars following their retirement from a leg.

A recent rule change approved by the FIA World Motor Sport Council has resulted in the maximum repair time increasing from three to four hours, with teams also allowed to split the available time into two slots totalling four hours. And how they divide this time is at their discretion.

With the repair of Rally1 cars more complex due to the increase in technology used, the extended time period provides more opportunity for teams to fix any issues, while the option of two repair windows offers important flexibility.

Since Rally Estonia, teams can use any available time before the end-of-day service begins to start repairing their retired car for what would become the first repair window.



Crews will get more time to fettle the machines in future

They can then concentrate fully on repairing their other cars in service before going back to finishing the repairs on their retired car once the end-of-day service has concluded during a second repair window. Previously if a retired car was

returned to the service park less than three hours prior to end-of-day service, teams would not be able to start work on that car until much later in the day, which could lead to teams working into the night to fix broken cars.



James Slaughter is looking forward to family outing

SLAUGHTER FAMILY SPANS THREE GENERATIONS ON HEROES STAGES

Weeton event will have one clan out in force on Blackpool event

By Paul Lawrence

Three generations of the Slaughter family will contest the Heroes Stages at Weeton on August 7.

Teenager Josh Slaughter will contest the junior rally while his father James and grandfather Dick will compete in the main event at the former army barracks near

Blackpool. Dick has been rallying since the late 1970s, notably in historic-specification Escorts.

"Dad will be in the Mk1 Escort, I'll be in the Mk2 and my Josh will be in his Junior Citroen C1," said James of the special family occasion.

"On the Heroes event all three of us will be out which will be great fun.

"Josh is 14 and he did his licence course at Silverstone and had a test

with Marty McCormack at Blyton. He's a rugby player but he loved driving the rally car. He's building a 1971 Mini Cooper S at the moment in the workshop.

"He can do three seasons in the Junior," said James who also races a Group 1 Ford Capri. "We bought the Citroen off a guy who bought it, did one event and then Covid hit and it sat there. It's a beautifully prepared

car and it's actually ideal for Josh. It's so much fun to drive.

"It's really a Tarmac car but we put it onto gravel and Josh's first-ever taste of rallying was on a tricky forest stage up in North Wales. He did a test at Blyton. Marty came up and spent three hours next to him and he blew Marty away with his time because he was left-foot braking."

M OFFETT CLINCHES IRISH NATIONAL RALLY CROWN

Josh Moffett says he is pleased he stuck to his guns and persevered with the R5 version of Hyundai's i20 after it carried him to successive Irish National Rally Championship titles.

Moffett's incredible run of form continued on the Tipperary Stonethrowers Rally where he won by a minute and nine seconds to make it six perfect scores from the opening six rounds.

He equalled a win record previously set by older brother Sam in 2017 and Donie Keating back in 1981.

However, no driver in the history of the championship has managed

to make it seven victories on the trot or a full house of wins in the same calendar year – something that remains within Moffett's reach with the Galway Summer Rally and the Donegal Harvest Rally on August 28 and October 8 respectively.

"We were starting to lose faith in the car towards the end of last year," said Moffett. "I think this year we upped it a gear and I started to drive it a bit more on the ragged edge – it seems to be working well for us. I'm really happy with the car, it does everything we want it to do.

"I don't know what it is but it has all worked this year," he continued. "It has been a combination of



Keith Moriarty (l) and Josh Moffett celebrate the crown

everything, really. If you take from Keith Moriarty and Andy Hayes who have been sitting with me, sharing co-driving responsibilities, and doing a top

job for me all year, to Tom Gahan and the boys who run the car and have done a fabulous job with it. Things really could not have gone any better."



Guest finished on the rostrum

GUEST TAKES THIRD ON FIESTA RALLY2 DEBUT

West Cork driver David Guest secured third place on his debut in the ex-Callum Devine and 2021 Cork 20 Rally winning Ford Fiesta Rally2 on the Tipperary Stonethrowers Rally.

Guest said: "Third place was a bonus, I wasn't overly worried about

my times, once I was able to get the nine stages under my belt and mileage on the car I was happy."

Guest previously campaigned an older-generation R5 Fiesta. "I can see where there is more time. The Rally2 car is more powerful for sure. If I were

to do those times in my last car, then I would have been taking massive risks. It's easier to drive the new car, especially in the narrow fast sections. I know it has potential, it is also much quicker out of junctions and sharper too."

JERSEY NEW COMER AIMING TO MAKE MARK AT HOME

Jerseyman James Labey hopes to challenge for a top-six finish on his local rally event in October on what will be only his fourth-ever rally.

The 20-year-old will contend the Jersey Rally with experienced co-driver Ashley Trimble after Labey completed his second-ever rally on the 2021 event. Labey kitted extensively on the mainland while studying before switching to rallying.

With backing from his boss, former Formula 1 racer Derek

Warwick via his Honda dealership, Labey will drive a freshly reworked Ford Escort Mk2 with a two-litre, 16-valve Vauxhall engine. The car has been in Wales recently for work by Gareth James, including a new rollcage, and had a shakedown on the recent Bouley Bay hillclimb.

In 2021, Labey finished ninth overall and now hopes to tackle one or two mainland closed-road events in 2023, possibly starting with the East Riding Stages.



Labey has lofty ambitions for Jersey



Murphy increased his pace on C3 debut

CHAMPION MURPHY'S CITROEN C3 DEBUT

Double Irish Forest Rally champion Owen Murphy wasn't perturbed that his debut in the ex-Jonny Greer Citroen C3 on last weekend's Tipperary Stonethrowers Rally ended prematurely due to an oil leak on the sixth stage.

Murphy was using the sixth round of the national series as a shakedown for next week's Cork 20 International, his home event and the penultimate round of the Irish Tarmac Rally Championship.

"I always seem to have a poor run on my first outing in a new car," said Murphy. "But look, it's best to have them now rather than on the Cork 20."

On the opening stage he was 16 seconds off the pace set by Josh Moffett. "I was braking far too early," said Murphy. Then the intercom failed

at the startline of the second stage and later in the stage he was passed by Gareth MacHale (VW Polo GTi R5).

"I struggled with some understeer as well. I made some suspension changes, softening it and playing around with the rebound, it was improving all the time. In fact on the sixth stage, the car was going very well, I was getting my braking right and I was getting the hang of it."

Murphy explained his rally exit.

"I noticed smoke from underneath the bonnet, there was no warning light so I decided to pull in rather than cause any damage, I was only about a kilometre from the stage finish," he added. "I'm not too worried, it will be sorted for Cork and that was always my goal."

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RALLY NEWS

BAINBRIDGE TAKING A PAUSE FROM RALLYING

Car up for sale as Gold Star battler has a sabbatical from the sport

By Paul Lawrence

BTRDA Gold Star frontrunner Ian Bainbridge is taking a break from rallying due to work commitments, selling his two-litre Skoda Fabia R5 in the process.

Bainbridge hasn't competed since April's Rallynus Stages due to his business expanding, so he has found himself with less time for rallying and his family.

"I had a couple of entries for the last two rallies and I was getting to the Tuesday of each week looking at my diary, looking at what I had to achieve that week and just thought 'this is going to be an absolute car crash' if you pardon the pun," he told MN. "I was going to come into the rally with no practice, not feeling fit and I'd have been knackered."

"You're paying a lot of money for this: it should be fun and it's just not fun when you're going in with that much on your mind. So I just thought it would be better to cancel the season, and then of course you're looking at a £170,000 rally car thinking 'well that's a lot of money sat there doing nothing'."

Bainbridge isn't sure when he'll be back, but it'll likely be some point in 2023. He said: "I'll be back hopefully next year at some point and by then I suspect either a Fiesta or Skoda Rally2 will be the way to go, by then they'll be even more developed."



Photos: Paul Lawrence

Bainbridge will step back from rallying



Hull will remain involved in rallying but will no longer sit in the co-drivers' seat

HULL RETIRES FROM CO-DRIVING

Well-respected co-driver Bryan Hull has announced his retirement from competition with immediate effect.

The Reading-based man has ended a 27-year career due to recurrent carsickness that has plagued him this year and forced him to pull out of the Nicky Grist Stages.

Hull returned to co-driving this year partnering Colin Minton in a Ford Fiesta R5. However, he has suffered severe carsickness in three out of four

rallies and says that retiring from the Grist was the final straw. "It's not fair on Colin to ruin his rallying with me being ill beside him. I don't believe the car is the cause because I felt comfortable on the Kielder Stages; we all thought I'd turned a corner," he explained.

Hull is best known for a winning partnership in the BTRDA Silver Star championship with Boyd Kershaw. They scooped numerous two-litre

class wins in a Ford Escort Mk2.

Although he will no longer compete, Hull will continue as a member of the BTRDA Rallies Committee and as a clerk of the course and MSUK steward. He said: "I've had success as a co-driver, but the biggest thing I've got from competing is memories and opportunities. Thanks to everyone who I've sat with or worked with as part of a team for helping me grow and develop. Now, it's time to move on."

ROAD RALLY ROUND-UP

JERMAN AND JAMES BITE ON PACEMAKER WITH A VICTORIOUS ESCORT OUTING

A demanding 75-mile route allowed Richard Jerman/Alan James to take a clear victory on the Pacemaker Road Rally.

A capacity 60-car entry, reduced to 58 starters due to two no shows, tackled four sections in the Clun and Bishops Castle area in Shropshire. One section used plot-and-bash navigation.

Spotting slots was made difficult by the overgrown hedgerows and verges with most crews reporting overshoots.

The leaders after the opening test were Kevin Kerr/Richard Williams, but they were only one second ahead of Jerman/James. The latter crew were fastest by 25 seconds on the next section

and established a lead that they weren't to lose.

After a sluggish start, Iwan Jones/Dafydd-Sion Lloyd came through to take the runner up spot, 24 seconds ahead of George Williams/Cadog Davies. Kerr/Williams rounded off the top four.

Mark GT Roberts/Dylan Jenkins retired with a failed crank sensor

on their VW Golf, while a broken shaft eliminated Mark Lennox/Ian Beamond.

Having taken victory on the Quinton Stages during the day, Osian Pryce swapped seats and navigated for Rhodri Evans on the Pacemaker. After the opening section, the pair held a lead of over a minute in the semi-expert

class. However, contact with a gatepost put later them out.

Ian Mills

Results
Alan Jones Memorial Pacemaker Rally
Organiser: Knighton Motor Club **When:** July 9-10 **Where:** Shropshire **Championships:** None **Route:** 75 miles **Starters:** 58
1 Richard Jerman/Alan James (Ford Escort) 1m44s; 2 Iwan Jones/Dafydd-Sion Lloyd

(Ford Escort) +46s; 3 George Williams/Cadog Davies (Ford Escort); 4 Kevin Kerr/Richard Williams (Ford Escort); 5 Jamie Crump/Robbie Pugh (Ford Escort); 6 Martin Curzon/Dafydd Evans (Ford Escort); 7 Guto Ifan/Llion Williams (Ford Escort); 8 Ethan Davies/Daniel Jones (Ford Ford Puma); 9 Sam Collis/Sam Spencer (BMW 318i); 10 Darren Moon/Andrew Lowe (Ford Escort). **Class winners:** Experts: Crump/Pugh; Semi-Experts: Ash Maddox/Tom Beckett (Ford Escort); **Novices:** Sam Ducro/Rhys Jones (Citroen Saxo).



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BARCUD ROAD RALLY CANCELLED

The Barcud Road Rally has been cancelled due to a clash with the National Eisteddfod of Wales.

The Barcud Motor Club rally was due to run on the night of August 13-14, just six days after the end of the eight-day cultural festival. Both events should have been based in Tregaron.

Last run in 2019, the rally was cancelled in both 2020 and 2021 due to the Covid pandemic. After this hiatus, the organisers had planned to run the 27th edition of the Barcud as part of the ANWCC Road Rally Championship and regulations had been published. However, it was felt that it would be unwise to subject the Ceredigion town to another event, so soon after a potential 'super spreader' gathering.

The clash also raised logistical problems, not least that the planned start car park is currently filled by 20 generator trucks freshly arrived from Glastonbury, which will be used to help power the Eisteddfod.

The Barcud, first run in 1992, has been a regular round of both the Welsh and ANWCC Championships. The club's focus is now on running the event in 2023.

SPORTING SCENE NEWS

BRISCA F2 ROUND-UP

Moodie makes it Five with the crown



Moodie: another victory

Gordon Moodie lifted the BRISCA Formula Two European Championship for the fifth time in his career – but the first on shale – last Sunday at Northampton.

Moodie was drawn 30th on a 36-car grid reserved for this season's leading points scorers, overseas drivers and a handful of last-chance qualifiers. While usually unfavourable, it allowed Moodie and back-row starter Micky Brennan to avoid early pile-ups and make up substantial ground with the assistance of caution periods.

The pair were then able to take advantage when an exchange of hits between battling leaders Rob Mitchell and defending champion Charlie Guinchard delayed each other. Moodie went on to win from Brennan and Dave Polley, who had been caught up in a first-bend crash. Polley later claimed the meeting final, in which Mitchell and Guinchard's feud continued, ahead of Billy Webster and Dutchman Ricardo Smidt.

Polley had looked a good bet to win the previous day's meeting final at the same track but was caught out at an untidy restart. Instead it was Jack Issitt who came through to win for the second time this year at the venue, claiming the Steve Green Jr Memorial Trophy after long-time leader Josh Rayner was caught out among backmarking traffic.

Mark Paulson

Results
Organiser: Spedeworth When: July 23 Where: Northampton Shaleway Starters: 59. 1 Jack Issitt; 2 Billy Webster; 3 Marcus Gilbert; 4 Michael Lund; 5 Lee Dimmick; 6 Micky Brennan; 7 Jordon Thackra; 8 Josh Rayner; 9 Chris Burgoyne; 10 Greg McKenzie.

Organiser: Spedeworth When: July 24 Where: Northampton Shaleway

1 Gordon Moodie; 2 Micky Brennan; 3 Dave Polley; 4 Daz Shaw; 5 Rob Mitchell; 6 Andrew Palmer; 7 Ayrton Mills; 8 Michael Schutter; 9 Jordon Thackra; 10 Marcus Gilbert.

BRISCA F1: EUROPEAN CHAMPIONSHIP BY COLIN CASSERLEY

HAWKINS LANDS THE EUROPEAN SILVERWARE AT THE DEATH

Karl Hawkins may have only led the European Championship for quarter of a lap, but it was the most important part of the race as he crossed the line first, snatching the win from Ryan Harrison who had led to that point.

In a brutal race that required one complete restart and four caution flags, only eight of the 32 cars that started were classified at the end.

Harrison took the lead from pole position on the initial start only for a red flag for a multi-car pile-up on the first turn that involved over half

O'DONOVAN AND KRISTOFFERSSON SIGN UP FOR NITRO RX OUTINGS

Top-rated duo prepare to take on Swedish challenge this weekend

Photos: Tom Banks, GRC, Ant Jenkins, Colin Casserley



By Hal Ridge

British Rallycross Championship leader Patrick O'Donovan and reigning World Rallycross Champion Johan Kristoffersson will race in the second round of the Nitro Rallycross series in Sweden this weekend.

O'Donovan will make his maiden appearance in Team RX Racing's Proton Iriz RX in the Supercar category, having finished on the podium in the opening round at Lydden Hill, racing the Ford Fiesta he campaigns in the 5 Nations BRX series this year. The Iriz RX has only been raced by O'Donovan's father Ollie in four events so far.

Kristoffersson, meanwhile, will join the DRR JC squad in the headline all-electric Group E category, his maiden electric rallycross appearance. Kristoffersson claimed his fourth World RX drivers' title

with the JC team last year, and while he will compete for his family's KMS team in World RX this year with a brand-new all-electric car, the Swede will drive a single-make FC1-X as part of a four-car line-up for the DRR JC outfit.

"The track is a little bit different to what I raced on in Strangnas before, but we worked together last year to win the world championship so I am feeling comfortable in the team," said 23-time World RX event-winner Kristoffersson.

"For sure it will be a very steep learning curve during the weekend as it will be my first race in an electric rallycross car and the format is a little different to what I'm used to as well. I'm looking forward to trying out the FC1-X and racing against some competitors I haven't raced against before. It will be a great experience and a huge challenge, but I'm really looking forward to trying my best and we will see how it goes."

DI RIDDER TO TACKLE RX150 IN BELGIUM

The first-ever FIA electric rallycross champion, Guillaume De Ridder will compete in the next round of the RX150 Rallycross Championship at Glosso in Belgium next month.

The FIA RX2e title-winner, who is without a drive for 2022, has so-far been working as a data engineer and spotter for new RX2e driver Viktor Vrankx in both the World Rallycross support-category and the Nordic-based RallyX championship this season, but will return to the drivers' seat for his RX150 debut.

The Belgian has never raced at the venue, which has only recently been re-opened to host competitive events.

"I'm really excited to be part of the 5 Nations BRX event on my home soil," said De Ridder, who will drive the same Rockland-backed RX150 raced so far this year by Dakar rider Sam Sunderland



De Ridder will handle a RX150

and British Rally Championship frontrunners Ossian Pryce and James Williams. "Glosso Circuit [in the complete layout configuration] has been closed for 29 years, basically since I was born, so I've never driven on that track. I am looking forward to jumping into the RX150 and discovering both the track and the car. This is a great opportunity, which could be my only outing in competition this year."

"I might be a bit rusty, but let's see if I can get back in the rhythm and adapt quickly to this kind of buggy."

GRONHOLM CLAIMS RX CROWN IN SWEDEN

Niclas Gronholm, son of two-time World Rally champion Marcus, secured the biggest rallycross championship title in his career so far by taking the 2022 RallyX crown at Strangnas in Sweden.

Racing a Hyundai i20 for the GRX team, Gronholm fought back from missing the penultimate round to dominate in Sweden, scoring maximum points from the weekend to secure the title, and claim his first win of the campaign.

The Finn had led the fifth round in Latvia two weeks earlier, but contact from Yellow Squad driver Yury



Gronholm fought back to take the crown

Belevskiy in a wet final put the Hyundai into the wall, before it was collected by Ole Christian Veiby's Audi S1, causing substantial damage.

Only hard work by the Finnish squad, in collaboration with the

SET Promotion team, got Gronholm to the final event, where he was joined on the podium by Norwegian drivers Sondre Evjen and Thomas Brytesson, who finished third and second in the standings respectively.

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the field. On the second attempt at a start, Harrison once again took the lead and was comfortably ahead only to have his advantage negated several times by yellow flags.

The last yellow flew with five to go and Harrison once again took control, but Charlie Sworder began to close in, and Hawkins muscled his way past Frankie Wainman Jr for third. Entering the final turn, Sworder attempted to barge Harrison wide, but the two cars tangled allowing Hawkins to nip through for the win.

The surprise winner said: "I can't

believe it, it was a hectic race, and I must have been in couple of pile-ups, I also avoided some. I was expecting Sworder to have a go, I knew he wouldn't settle for second, so I just concentrated on getting around the last corner. I was on the verge of giving up F1's due to the budget needed, but this has messed that up."

A disappointed Harrison said: "Track went slick [which] did not suit my set up, I had three or four good restarts and pulled away, at the end I thought Sworder was a lap down as I was sure I had

passed him earlier in the race"

From Sworder's perspective, he said: "I reined Harrison in at the end, I went for the move on the last bend, but it didn't come off, but that's stock car racing. I have been taught to never let the opportunity go, I had the chance, but it didn't work this time. I would be kicking myself if I settled for second."

Results

Organiser: Spedeworth/Incarace, BRISCA F1 International Raceway Starters: 49. 1 Karl Hawkins; 2 Michael Scriven; 3 Frankie Wainman Jr; 4 Phoebe Wainman; 5 Frankie Wainman Junior Jr; 6 Nigel de Kock; 7 Yoren Windans; 8 Neil Scriven.



Hawkins (175) managed to avoid the chaos all around

HISTORICS

DOWN THE WORKSHOP

1924 PARKER GN

Current owner: Justin Maeers



Parker is a real head-turner

It has a 98-year history

"It's such a great bit of kit because it's been continuously raced since 1924 and continuously developed throughout that period. It started off with a little Jap V-twin engine fitted into a GN chassis. It first went to Shelsley Walsh with a GN engine and then it became a special when they fitted a Jap engine in 1926."

It later had an aero engine

"Then later on, it got fitted with a 1500cc Meadows engine and then in the 1970s got redeveloped again and was fitted with a Cirrus Hermes engine. That's a 6.2-litre, four-cylinder, air-cooled aircraft engine. Mark Walker had it for a few years and he sorted it out and had it as a very quick single-seater. However, when he wanted to buy the Darracq, he phoned me and offered it to me. And I said I'd love it, but I wanted a road car. So we redeveloped it yet again back to a GN-style body and that's the form that it is in today. It's still got the Cirrus Hermes engine."

It had major engine surgery

"Sadly, the crankcase basically lifed out. We couldn't find another one and so we commissioned a brand new block and crankcase, right in the middle of Covid, as well. Charlie Martin managed the project fantastically for me, and the whole thing was done in eight months. Finding one of those now is impossible and so we decided to start again. It was a great project."

It is road legal

"We drive it on the road and since the new engine it's been out a lot. Ben, my son, shares the car as well. We can run it as a sportscar or as a racing car with no wings and lights. We take the wings on and off to suit whichever race it is in. We try and drive it the way it should be driven."

They've opted for less grip

"We've made a big change to the car this year. It was running some Dunlop racing tyres. But we just felt that we wanted it to look a bit more vintage and so we've fitted 19-inch wheels all around and we've scrapped the Dunlop racing tyres and we're running Excelsior tyres instead. They're much skinnier and more vintage looking. They should have a lot less grip. We've deliberately gone for less grip!"

BAILLIE CALLS TIME ON CAREER THAT SPANNED SIX DECADES

Veteran battler ready to take the next step as he quits motorsport

By Paul Lawrence

After racing every year for 60 years, 85-year-old Alan Baillie finally called time on his career last week at Silverstone.

Baillie, best known in recent times for racing Pre '66 F1 cars with the HGPCA, signed off with a race in his LDS at the VSCC Silverstone meeting, 60 years on from his first race in an Austin-Healey Sprite.

"It's been wonderful but racing has changed so hugely," said Baillie, who has raced every year for 61 seasons. "I mean, people wouldn't recognise the atmosphere into which I raced in 1962. I came here and raced in my tie with my socks tucked into my plimsols and old grey worsted trousers and probably put a fag out as I got into the car!"



Baillie (left) will hang up his crash helmet after 60 years of racing on the British tracks

"I've got a race result recorded for every year since June 1962," he said. "It is 61 seasons and 60 years and I raced something every year, even during Covid. For the last two years, I've done a race each year. It was a nice low-key

meeting at which to bail out. I've got plenty of projects and I've got my little collection of cars to keep me happy.

"I think I'm tolerably competitive. I only do it for fun and I see now that my era of

Photos: Paul Lawrence



motorsport is past. I was racing against a young McLaren professional, Michael O'Brien. He's a lovely little kid and he drives my cars for me, of course, he's miraculously quick, but that isn't fitting into the era for me."

PAINTER TURNS HEADS IN VSCC BATTLES



Painter (left) battled for the lead on his Brabham debut

Harry Painter starred at Vintage Sports-Car Club Silverstone in his first single-seater race at the wheel of his father's Brabham BT16.

Painter, 24, usually races a 1930s MG PA Special but stepped up to the 1965 F2 car when the VSCC opened up its Racing Car event to all pre '66 cars. The ex-Kurt Ahrens Brabham now runs a Lotus twin-cam engine rather than a period F2 SCA unit.

Harry's father Mike has owned the car for 15 years and used to run in Classic Racing Cars. "It's not been out for five years and the tyres are at least 10 years old," said Mike.

Harry drove the car for the first time in testing and went on to finish a fighting second, having led the early laps.

"That was mega fun and I could certainly be persuaded to do it again," said Harry.

White ready to embrace F2 step up

Classic Formula 3 racer Keith White plans to make his Historic Formula 2 debut at The Classic, Silverstone in the Formula Atlantic March 76B previously raced by Fraser Gibney.

The car was raced in North America by James King when new and was crashed at Trois-Rivières in 1976.

"It's not run on track yet," said White who has restored it to King's '76 livery and has met King to find out about his memories of the car.

"I've had my Classic F3 Ralt RT1 for about 25 years, so I'll probably pick and choose which races I do in which car. It gives me lots of options," added the Evesham driver.



Thorburn ran in F3

EFFORT REAPS REWARDS FOR F3 MAN THORBURN

Classic Formula 3 racer David Thorburn raced to two fourth places overall in the recent FIA Historic European F3 Cup at Zandvoort after a mighty effort by Graham Brunton Racing.

Engine issues at Brands Hatch the weekend before prompted a 15-hour dash by the team from the engine builder in Milan to Zandvoort to get the engine

back in the ex-Brundle Ralt RT3.

Then the car was damaged in free practice, through no fault of the driver, and needed a massive effort to rebuild three corners and be ready for qualifying. "We got a round of applause when we appeared in holding area," said Brunton.

Thorburn repaid the Knockhill-based team's effort with two strong results.

DAVIS ENJOYS LATEST EPISODE OF HIS UK TOUR

Australian Roy Davis is taking on a UK summer tour of competition in his Triumph 2000 Mk1. Davis shipped the asphalt rally car from Australia and is running in as many races and speed events as he can. "My daughter lives in Ilkley so I'm based there. I'll compete wherever I can get in," said Davis. He recently raced on the Brands Hatch GP circuit and hillclimbed at Shelsley Walsh and Harewood.



IN BRIEF

O'Brien runs

Michael O'Brien only entered the Pre '66 Racing Car race at VSCC Silverstone at 1600hrs on Friday when they discovered his Formula Junior Brabham BT6 was eligible for the race. "We came over on Friday afternoon and realised we could do the race," said his father Mike, boss of the circuit-based Speedsport team. With Michael on a clear weekend from his GT commitments, he battled more powerful cars to finish third.

HSCC at Croft

The HSCC will provide the race content for the return of the Croft Nostalgia Festival on September 3-4. After a three-year absence, the race programme will include sports and GT racing from the Guards Trophy, 70s Road Sports, Historic Road Sports and Classic Clubmans. Single-seater races will be for the Aurora Trophy, Historic FF2000, Historic FF1600, Historic Formula 3 and Classic FF1600 Championships.

Maeers are busy

Father-and-son Justin and Ben Maeers planned to tackle four races in three cars at VSCC Silverstone, with Justin winning the Pre '66 Racing Car contest. They were both due a race in their 1926 6.2-litre Parker GN but a failed propshaft dashed those plans. However, they both raced Coopers in the Pre '66 Grand Prix car race and while Justin drove the faster 2.5-litre T53, Ben had another race in his Formula 2 T51.

St Wilfords action

Around 50 crews will contest round seven of the MN HRCR Clubmans Rally Championship, the St Wilfords Classic Rally on Sunday August 7. The event will start from Thirsk Auction Mart and cover 150 miles with up to 16 special tests included on the Ripon Motor Sport Club's event. Dan Willan and Leigh Powley will continue their battle for the title.

Gold Cup rammed

Eighteen races from six different organising clubs will give this weekend's Oulton Park Gold Cup a very different look. After testing and qualifying on Friday, Saturday features more qualifying and eight races before 10 races on Sunday starting at midday. Historic F2, HGPCA and Masters Gentleman Drivers races are among the main attractions.

VSCC joins in

The VSCC will have two races within the Oulton Park Gold Cup this weekend, with qualifying at the end of Saturday and the races on Sunday. A wide array of Pre-War Sports Cars will contest the Range Corner Trophy and Egerton Cup races.

FEATURE



Photos: Paul Lawrence

The Legacy has been turning heads on hills

A 810BHP HILLCLIMBING MONSTER

Damien Bradley's Subaru Legacy is one of the most spectacular cars in British hillclimbing and is aiming for 1000bhp. Paul Lawrence found out more about the machine

One of the most talked-about cars on the hills over the last year or two has been the monstrous four-wheel-drive Subaru Legacy of Damien Bradley. Not only is Bradley on a mission to make it even faster, he's working to attract other cars of the genre onto the hills.

The 43-year old from Purley in Surrey is relatively new to the hills having been encouraged to try it by his friend Steven Darley. Damien's young son Calin is usually part of the team, while wife Lynn is tolerant and long-suffering.

"In 2013 I started competing against the clock in Time Attack so I did a couple of years of Time Attack on the circuits and did that until 2015. And I did a few sprints after that," he says. "My good friend Steven, who helps me build the car and lives in York, encouraged me to do some hillclimbing. I only started hillclimbing three years ago so it's still all new to me.

"Steven persuaded me to go along and do a hillclimb at Harewood, his local hill. I did one and said 'You lot are crazy. There's no way you're getting



The car was originally used by Bradley as a Track Attack machine but has now been fettled for the hills

me to do that again'. And here I am!"

Since going out to the FIA European Masters event at Braga in Portugal last October as part of Team GB, Bradley says that hillclimbing is entirely his main focus now: "Braga was a massive eye-opener for me and I don't know of any other motorsport in the UK where you get an opportunity to compete during the season to qualify to be part of the national team. I love going into Europe.



Bradley is aiming for run-off slot

"So it's a really special thing but the main thing has been the people in hillclimbing, there are just some amazing people in the hillclimb paddock. The venues are fantastic, too. It's such an adrenaline rush to do a hillclimb in comparison to a circuit: there's no runoff, there's no room for errors. It's completely different to circuit racing but I'm doing my bit to try and get more people into it."

The massively developed Legacy now delivers 810bhp and there are plans to push that out towards four figures. At the home of hillclimbing at Shelsley Walsh, Bradley runs under the 30-second mark, usually the domain of the quickest single-seaters. The Legacy was clocked at 122mph over the line at Shelsley, one of the top speeds recorded by a tin-top although the closed car hill record, held by Ian Rowland in his MG Metro 6R4, is still out of reach.

"I've even been working with Motorsport UK to see if we can make

the rules suit cars from other types of motorsport in the UK, like Time Attack and Super Lap Scotland, and get some of my friends across," says Bradley. "The cars are quite a spectacle to watch. So I'd like to see more cars like that doing hillclimbing. Aero is the big limiting factor for bringing them across but it's not going to have a huge effect on some of the hills in the UK. I want to get more people coming to see these monster cars. I'm really focused on bringing new cars and new people along to have the same fun I'm having!"

Bradley bought the Legacy 15 years ago for £500 and it was a little bit tired at the time. It was owned by a little old lady and she was doing her shopping in it. The two-wheel-drive Legacy GL was normally aspirated with about 87bhp. It is now virtually unrecognisable after some serious under-the-skin development.

"There's a lot of electronics in it. Anything that takes the driving away

"There is no room for error on hills"

Damien Bradley

Under the skin

At the heart of the 810bhp monster is an original Subaru Legacy EJ22 block, which now sits at 2350cc.

Damien Bradley explains: "Some people go up to the six-cylinder 3.3-litre engine out of the Subaru SVX. But that would then put me into the Libre class on the hills. So I'm sticking with where I am."

The engine block has later Impreza cylinder heads on it and is currently delivering about 810bhp, which most people would consider as being enough. However, Bradley has a new turbocharger from AET and would like to see 1000bhp on tap.

"People say you can have too much power but I disagree," he says. "I think that's particularly relevant at places like Shelsley Walsh. The Ohlins from Mick Gardner Racing have transformed the car. A night out in Portugal with Wallace Menzies and his team convinced me to try the Ohlins."

Power for the four-wheel drive comes via a Samsonas six-speed sequential box, still running on a stick rather than paddles. "We run a reasonable size Xona Rotor turbo but we're going to go bigger and it has lots and lots of electronics. There are definitely still some things we can do," he adds.



The Subaru has several tricks

from me and does it for me, that's what's on the car. We didn't think that moving to Ohlins dampers would transform the car massively. We thought it would make some small improvements. But we went from what we thought was the limit of the car on a 58.2s at Harewood for Stephen to bang in a 56.8s and the only change was the dampers. They absolutely transformed the car, so they were worth every penny."

Another ambition is to get the Legacy into the British Hillclimb Championship top-12 run-off from time to time. This is usually the preserve of the fastest single-seaters but if the Legacy is in the fastest 12 registered contenders during the class runs, it will earn a place in the runoff. He narrowly missed out in the rain at Craigantlet earlier this year.

"I did get into the BHC runoff at Harewood last year with some help from the weather and I want to do that again," he concludes. ■

FEATURE

GOING SPEEDING ON AN ISLAND - AND IT'S LEGAL

The British Hillclimb Championship decamped to the Channel Islands for two holiday events at Bouley Bay on Jersey and Guernsey's Val des Terres, by Paul Lawrence

THE HILLS**Bouley Bay, Jersey**

Length: 1011 yards
Current hill record: Trevor Willis in 36.48s (2016)
First use in the BHC: 1947

Val des Terres, Guernsey

Length: 850 yards
Current hill record: Alex Summers in 26.56s (2022)
First use in the BHC: 1973



Jersey's Bouley Bay has picturesque view



The paddock confines can be something of a squeeze



One direction: Bouley Bay



The course has hairpins

Photos: Paul Lawrence

It is said that any motorsport championship with a British tag should visit all corners of the realm and the British Hillclimb Championship does just that, with rounds in Scotland and Northern Ireland as well. However, the summer trip to the Channel Islands is a jewel in the calendar.

The Channel Island double-header has been a central stay of the BHC schedule for close to half a century and this July, after missing two years due to Covid restrictions, the leading championship contenders were back on the Channel Islands to wow the local fans with some sensational competition on these superb, closed public road hills.

The competition begins on Jersey on Wednesday with the 1000-yard climb up the main road from the seafront at Bouley Bay. It is a sweeping twisting hill with three hairpins and a double-width road that contrasts markedly to the width of the UK hills like Shelsley Walsh and Prescott.

Then, with Thursday and Friday taken up refetting cars and travelling across the water to Guernsey, the action reconvenes on Saturday at the Val des Terres hill on the outskirts of the capital, St Peter Port. At 850 yards Val de Terres is shorter than its Jersey counterpart, but still packs in a lot of challenge into a sub-30s adrenaline rush up from the sea. The sweeping climb up through the trees demands respect, with some high stone walls and full use of the lowered pavements is essential to get the best out of the hill.

Bouley Bay has a remarkable history that dates back to its first competition use in 1921. It was on the schedule for the inaugural BHC in 1947 and has been there ever since, aside from missing 2020 and '21. Val des Terres joined the BHC calendar in 1973 and, incredibly, remains the newest venue on the current calendar. The Channel Island trip is firmly established as an integral part of the season despite the challenges and cost of ferry crossings and flights.

Reigning champion and current title contender Wallace Menzies said: "It's a family holiday poorly disguised! We came over on Thursday and made a holiday out of it. They're a very

different challenge and at Bouley Bay we're down into first gear three times after we've left the startline.

"It's a busy hill and the car moves around more than anywhere else. I reckon the car could do with a handbrake! It's great to be somewhere where they actively encourage closed-road motorsport and there's a great spirit between the teams. You have to co-operate at Bouley Bay because the paddock is so small."

Menzies' arch rival Alex Summers has a similar view. "We make it a holiday and are here for a week. It's well organised and driving the car down the hill to Bouley Bay as the sun was rising over the water was pretty special."

BHC championship manager Tim Wilson is clear that the two Channel Islands hills are an important part of the calendar. "They are special events," he said. "We didn't come to the Channel Islands last year and it felt incomplete. It was great to be back and it's very popular. But it's a big commitment both in time and finance for the teams."

"However, this is a British Championship, and we go to Scotland and Northern Ireland as well," added Wilson. "The competition is very fierce with the locals who always want to get into the runoffs and claim a few scalps. These events are a key part of the British Hillclimb Championship."

David Warburton bagged more championship points for his 1600cc Gould by making the trip. "One of the main draws is that we are all doing it and the atmosphere is like you just don't get anywhere else. It's a very, very special place with amazing views. And you are so welcome. The passion over in the Channel Islands is just the same."

One slight cloud on the horizon at Bouley Bay is the planned demolition of the Water's Edge Hotel, which sits next to the paddock and startline. The vast property has stood derelict for a decade and more but is now set to be replaced by a huge single property. The impact on the hillclimb, during as much as three years of construction work, is currently unknown.

What is certain, is that the Channel Islands trip is a key part of the BHC season and everyone was delighted to be back after a two-year sabbatical. ■



The drivers and their families used the double-header as a holiday

Why Andy Priaulx knows the uphill island appeal

Guernseyman Andy Priaulx won the 1995 British Hillclimb Championship during the formative years of his career, setting new hill records at Bouley Bay and Val des Terres in the process. He is a three-time World touring car champion and was a welcome visitor to Bouley Bay this summer.

"I'm a born and bred Guernsey boy, but I love coming to Jersey, as well. I had the hill record at Bouley Bay for 19 years. I think my best run 27 years ago would have still put me in the top six in the runoff this year.

"Bouley Bay is a very different hill in terms of driving style. It is quite aggressive with more braking and Guernsey is more flowing. So they are two very different

hills, but both are beautiful and historic hills. And the BHC visit is a great, great occasion.

"I think everybody loves coming to the Channel Islands. Look at the views! It's just a whole sort of vacation for them. On Saturday you're in St Peter Port, which is a really pretty town.

"There's been racing here for 100 years in Jersey and Guernsey. For such small islands with such low speed limits there is so much motorsport. It was lovely to be at Bouley Bay and see the top 12 runoff and to see all the same faces that I saw 27 years ago. There are some missing like Roy Lane but there are still lots to see and some lovely equipment now."

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Toyota's sensation does it again with battling Rally Estonia victory

ROVANPERA ZEROES IN ON MAIDEN WRC TITLE



Rovanpera was perfect in Estonia



By Graham Lister

Kalle Rovanpera moved a step closer to his first World title with his fifth victory of the season in Estonia on Sunday. With six events remaining and a maximum score of 300 available, the 21-year-old is 83 points clear of his closest rival Thierry Neuville and 96 ahead of his Toyota team-mate Elfyn Evans. The Welshman climbed from fourth to third in the standings with his third 2022 podium but admitted he was no match for the Flying Finn. "I had to answer, I'm a better, very, very good," Evans said of Rovanpera, who won the Power Stage by 22.5s for an overall one-minute winning margin. Craig Breen led initially but crashed his M-Sport Ford Puma on SS4.

Full Report, p16



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BRITISH GT REPORT: SPA-FRANCORCHAMPS

Photos: Jakob Ebrey



The Fox McLaren took a provisional victory



R Racing Aston is in thick of GT4 title fight

STUNNING FOX WINS...FOR NOW

The Fox McLaren effort claimed a fine first overall victory, but as **Graham Keilloh** explains they may yet lose it

Fox Motorsport McLaren pair Nick Halstead and Jamie Stanley at Spa-Francorchamps took the first overall British GT win for the drivers and the team, and did so in supreme style on track. Sadly though it was done with a cloud overhead, as the victory was taken racing under appeal.

The GT3 McLarens got a Balance of Performance improvement before qualifying that included more turbo boost. The Fox and Paddock Motorsport McLarens made good on it by qualifying second and fifth respectively. However both had over boosted, and their qualifying times were deleted.

Both though chose to race under appeal, which meant they could reclaim their original grid positions. Yet it also meant, not for the first time this season, a British GT result is provisional, awaiting a National Court ruling.

Stanley told Motorsport News: "We did what we should have done, the appeal shit will get sorted out in the background. Morally we won Spa, so I don't care what they say."

The race itself was a fine one. It started with a multi-car Am-driver battle, led by poleman Adam Balon's Barwell Lamborghini and James Cottingham's 2 Seas Mercedes. The

McLarens looked potent, though two of them accounted for each other when Paddock's Graham Davidson tapped Enduro's wayward-looking Morgan Tillbrook into a spin at the Bus Stop. Tillbrook got a severe delay while Davidson got a stop-go penalty for the collision.

Balon fell down struggling for tyre temperature after a safety car period, and this left the ever-quickenning Halstead on leader Cottingham's tail. Soon he out-accelerated Cottingham on the exit of La Source and streaked clear in first.

All handed over to their Pro-driver partners at half distance, leaving Stanley with a six-second lead over Cottingham's partner Lewis Williamson while the rapid Jules Gounon lurked menacingly in third a further 12s behind in his RAM Mercedes.

And the top three stayed roughly that way until the end, the trio circulating in something of a stalemate. Gounon's partner Ian Loggie therefore further solidified his championship advantage.

Halstead told MN: "Once I got into my pace about halfway through [my stint] I definitely had the speed against everyone else and slowly worked my way through them. I managed my tyres quite well, that was the biggest advantage by the end."

In the GT4 race, Jordan Collard proved a member of the wide-awake club in his Toyota by rising from starting sixth to lead in no time, and he remained ahead for the rest of his hour-long stint.

Collard's partner Tom Edgar resumed in first, but after a time struggled with tyres and Jamie Day's R Racing Aston Martin closed in then passed at Stavelot for a lead he kept. It meant the youthful duo Day and Josh Miller got their second win in three races.

"We knew we had the race pace, so we focused the set-up towards the race and it clearly paid off," Miller told MN. "It's really nervous [watching Day's stint], it's worse than being out there!"

The Steller Audi, armed with a new car this weekend that solved lingering problems, looked a victory contender as Sennan Fielding was rapid in the concluding stint, passing Day and looking minded to pass then-leader Edgar too. But then the Audi got a stop-go penalty because one of its pitcrew did not have their goggles over their eyes during their pitstop.

The title-leading Newbridge Aston of Matt Topham and Darren Turner struggled in this one, with brake problems and a practice off setting them back, and in the race they lacked straightline speed. They eventually finished sixth, finishing side-by-side with the toiling Edgar after they both had been vaulted by the recovering Fielding on a thrilling final lap.

It also left a tantalising GT4 title situation with the Newbridge, R Racing and Steller efforts within two points of each other at the top, and a further two crews within 21.5 points of the summit with 37.5 for a win.

GB3 REPORT BY GRAHAM KEILLOH

BROWNING BOSSSES THE GB3 BATTLE ON HIS SPA DEBUT

Luke Browning with a crushing display on his first-ever visit to Spa extended his advantage at the top of GB3's standings ahead of Joel Granfors.

Hitech GP's Browning qualified half a second clear of the rest, led by Fortec's Granfors who like Browning was a Spa freshman. And in race one Browning's advantage was if anything even greater.

Granfors nevertheless in typical Spa style slipstreamed past Browning to lead on the first run through Kemmel. Then a lap-one safety car – caused by a multi-car accident out of La Source – meant the pair faced another slipstream battle from the restart.

Granfors sought to again get the slipstream by letting Browning by at La Source. But this time Granfors was too close to Browning to get maximum momentum and the Englishman held on. From thereon Browning streaked clear

adding chunks to his lead every time by.

Race two was similar, though Granfors had new tyres saved for that one so was more potent. And from third on the grid he again slipstreamed to the lead by Les Combes, but there had to survive contact with Branden Oxley who speared into him after getting airborne on a kerb.

Granfors continued ahead of Browning, but the latter slipstreamed ahead on the next run up to Les Combes and eventually edged clear to win again. And making things better for Browning, Granfors later was relegated to fourth via a 10-second penalty for crowding.

Browning told Motorsport News: "I've been working extra hard, I'm training more than ever, the engineers are working later than ever, we've all been saying how much we want to win this and hard work's paying off.

"Joel's a very smart racing driver, it

was battle of titans [out there]."

Granfors told MN: "Browning had a bit too much pace for us; Hitech are just very strong around this track, we've seen it before, and now as well with all three cars qualifying inside the top five."

The reversed-grid race three was heavily disrupted by an early red flag after Arden's David Morales crashed heavily at Blanchimont. After medical centre checks Morales confirmed he was "completely fine".

It appeared Carlin's Callum Voisin won the reconvened race, but victory was later awarded to Tommy Smith as the race was restarted under the incorrect grid formation so the result was taken from the end of lap one. Granfors was placed 16th to Browning's 18th.

RACE WINNERS

Races 1 & 2: Luke Browning (Hitech GP)
Race 3: Tommy Smith (Douglas Motorsport)

RESULTS

British GT Championship 2022

Round 7: Spa, GT3

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Nick Halstead/Jamie Stanley	Fox Motorsport/McLaren 720S	Pro-Am	2h00m18.876s
2	James Cottingham/Lewis Williamson	2 Seas Motorsport/Mercedes-AMG	Pro-Am	+5.236s
3	Ian Loggie/Jules Gounon	RAM Racing/Mercedes-AMG	Pro-Am	+12.856s
4	Adam Balon/Sandy Mitchell	Barwell Motorsport/Lamborghini Huracan	Pro-Am	+35.191s
5	Alex Malikhin/James Dorlin	Redline Racing/Lamborghini Huracan	Silver-Am	+1m11.054s
6	John Ferguson/Ulysse De Pauw	RAM Racing/Mercedes-AMG	Silver-Am	+1m19.220s
7	Graham Davidson/Martin Plowman	Paddock Motorsport/McLaren 720S	Pro-Am	+1m19.750s
8	Stewart Proctor/Lewis Proctor	Greystone GT/McLaren 720S	Silver-Am	+1m22.225s
9	Simon Watts/James Kell	Team Rocket RJN/McLaren 720S	Silver-Am	+1m28.531s
10	Nick Jones/Scott Malvern	Team Parker Racing/Porsche 911	Pro-Am	+1m45.757s

11 David Holloway/Joe Eriksson (Century Motorsport/BMW M4) +1m51.610s; 12 Iain Campbell/Oliver Webb (Greystone GT/McLaren 720S) +1m56.892s; 13 Morgan Tillbrook/Marcus Clutton (Enduro Motorsport/McLaren 720S) -9 laps; 14 Michael Goe/Phil Keen (WPI Motorsport/Lamborghini Huracan) -11 laps; 15 Maria Flewitt/Euan Hankey (7SIX/McLaren 720S) 8 laps; DNS Mark Sansom/Will Tregurtha (Assetto Motorsport/Bentley Continental); DNS Richard Neary/Sam Neary (Team ABBA Racing/Mercedes-AMG). **Pole position** (aggregate time): Balon/Mitchell 4m37.168s. **Fastest lap**: Gounon 2m19.836s (112.04mph). **Winner's average speed**: 101.96mph.

Round 7: Spa, GT4

POS.	DRIVER 1/DRIVER 2	TEAM/CAR	CATEGORY	TIME
1	Josh Miller/Jamie Day	R Racing/Aston Martin Vantage	Silver Cup	2h01m18.844s
2	Seb Hopkins/Jamie Orton	Team Parker Racing/Porsche 718 Cayman	Silver Cup	+10.713s
3	Aaron Morgan/Bobby Trundle	Team Brit/McLaren 570S	Pro-Am	+13.059s
4	Richard Williams/Sennan Fielding	Steller Motorsport/Audi R8	Silver Cup	+20.314s
5	Tom Edgar/Jordan Collard	Toyota Gazoo Racing UK/Toyota GR Supra	Silver Cup	+22.948s
6	Matt Topham/Darren Turner	Newbridge Motorsport/Aston Martin Vantage	Pro-Am	+23.025s
7	Matt Cowley/Marco Signoretti	Academy Motorsport/Ford Mustang	Silver Cup	+32.972s
8	Kevin Tse/Antares Au	Herbert Motorsport/Porsche 718 Cayman	Am-Am	+35.871s
9	Ashley Marshall/Moh Ritson	Paddock Motorsport/McLaren 570S	Silver Cup	+49.763s
10	Jack Brown/Will Burns	Century Motorsport/BMW M4	Silver Cup	+1m17.078s

11 Lucky Khera/Benji Hetherington (Valluga Racing/Porsche 718 Cayman) +1m27.352s; 12 Chris Salkeld/Tom Rawlings (Century Motorsport/BMW M4) +1m28.986s; 13 Joe Wheeler/Freddie Tomlinson (Assetto Motorsport/Ginetta G56) +1m29.242s; DNS James Wallis/Michael Broadhurst (Motus One Racing/McLaren 570S). **Pole position** (aggregate time): Cowley/Signoretti 5m01.299s. **Fastest lap**: Hetherington 2m33.776s (101.88mph). **Winner's average speed**: 94.67mph.

DRIVER STANDINGS

BRITISH GT: GT3

POS.	DRIVER	POINTS
1	Ian Loggie	123
2	James Cottingham/Lewis Williamson	84
3	Adam Balon/Sandy Mitchell	83.5
4	Alex Malikhin/James Dorlin	82
5	Nick Halstead	70.5
6	Michael Goe/Phil Keen	68
7	Jamie Stanley	67.5
8	Jules Gounon	65.5
9	Morgan Tillbrook/Marcus Clutton	63.5
10	Callum Macleod	57.5

11 John Ferguson 54.5; 12 Ulysse De Pauw 52; 13 Shaun Balfie/Adam Carroll 49; 14 Martin Plowman 36; 15 Mark Sansom/Will Tregurtha 30.5; 16- Mia Flewitt/Euan Hankey 28; 16- Richard Neary/Sam Neary 28; 18 James Kell 23; 19 Stewart Proctor/Lewis Proctor 21; 20 Graham Davidson 19; 21 Kelvin Fletcher 15; 22 Simon Watts 13; 23 Andrew Howard 12; 24 Nick Jones/Scott Malvern 8; 25 Betty Chen/Angus Fender 6; 26 Rob Bell 3; 27 Jamie Stanley 2.



Loggie looks strong on points

BRITISH GT: GT4

POS.	DRIVER	POINTS
1	Matt Topham/Darren Turner	116.5
2	Josh Miller/Jamie Day	115.5
3	Richard Williams/Sennan Fielding	114.5
4	Matt Cowley/Marco Signoretti	96.5
5	Jack Brown/Will Burns	95
6	Tom Edgar	77.5
7=	Seb Hopkins/Jamie Orton	76
7=	Ross Wylie	76
9	Jordan Collard	61.5
10	Matthew Graham	53

11 Aaron Morgan/Bobby Trundle 36; 12 Chris Salkeld/Tom Rawlings 28; 13 Benji Hetherington 24.5; 14 Ashley Marshall/Moh Ritson 21; 15 Jack Mitchell 16; 16 Joe Wheeler/Freddie Tomlinson 4.5; 17 Lucky Khera 5.



Turner has rivals on his tail

FEATURE

ROB COLLARD: I AM STILL CHASING MORE SUCCESS

Matt James puts the readers' questions to British Touring Car Championship legend and the 2020 British GT champion



A return of 15 wins in the British Touring Car Championship is something to be proud of. Consistent success in the UK's toughest series is not an achievement that is easy but Rob Collard spent almost two decades at the coal face of the tin-top battles.

The son of National Hot Rod legend Mick 'Duffy' Collard naturally started his career on the short ovals and he was a title winner. But his eye was drawn to the BTCC having watched it during its 1990s halcyon period. He eventually made it to the top table and claimed the Independents' Trophy in 2003 in a self-run Vauxhall Astra. After that, there was a long association, mostly with WSR, which took him to almost 500 starts and three fifth-placed finishes in the points tables.

The family is ingrained in motorsport and it is not just about Rob and Duffy. Rob's youngest son Jordan has forged a reputation in sportscar racing and was runner-up in British GT4 in 2020, while his older brother Ricky is in the middle of his first full British Touring Car Championship season in the Speedworks Toyota.

Collard took time out of his busy schedule to tackle the Motorsport News readers' questions, and we are grateful.

Question: You naturally followed your dad into motorsport on the short ovals. Was it an interest he encouraged, or did you discover it for yourself?

Abi Crowther
Via email

Rob Collard: "I actually started as a schoolboy scrambler. So my first-ever competitive race was a motocross race on two wheels racing for Horsham schoolboys. We had lived on a farm and dad had a dirt bike and I had a dirt bike. All of our friends had them."

"My dad didn't actually come to my first race, I went with some friends. I have still got a dirt bike now which I go out on. I was about 10 or 12 years old when I started doing that and although I had been around the short ovals with my dad, there was no Ministox or anything like that back then: there was no real starting point for short ovals for a kid of my age then. I was 14 when Ministox appeared and my first race in that was at the old Aldershot stadium. The person who was next door to us in the pits was a young Paul Warwick. We raced together a lot."

MN: Who was better, you or Paul?
RC: "Well all I will say is that Paul



Collard built his own Toyota Starlet

had a better car than me...his was professional and mine wasn't. Mine was just built by my dad and myself."

Question: How much do think having an icon like Mick as a dad helped you in racing, and how much did it hinder? What did you learn from the experience that has influenced the way you have treated your boys Ricky and Jordan?

Graham Brown

Via email

RC: "That is a deep and meaningful question and it puts a lump in my throat just thinking about it.

"Yes, my father influenced me massively. It sounds a bit corny when you say it, but when you take Barry Lee, George Polley and my dad, they were Hollywood heroes of the time in terms of motorsport. Everybody wanted to be like them."

MN: Did it register with you at the time just what a hero your dad was?

RC: "No, I don't think I did really, not to the extent that maybe I should have."

It was not until I got into my 20s or 30s that I began to understand what he had done and what it really meant. My dad was unique. He was wasn't everybody's cup of tea and I suppose he is a bit like Jason Plato in that regard.

"To this day now, people are still coming up to me and talking about him, and Ricky is getting that now in the BTCC paddock where people are asking 'was Duffy your grandad?' People start talking to him about Hot Rod racing.

"That era of the sport captured the hearts of so many people. It wasn't just good racing, it was a way of life.

"I wouldn't say dad put pressure on me to go onto the ovals myself. Truth be told, dad was all about himself most of the time. It was about him, he was the main man and he was the show. If I wanted to go racing, I had to make it happen for myself. I got out there because I wanted to race, I wanted to be out there and prove that I was as good as him and as good as anyone else out there really.

"My dad never encouraged me. He helped me on the odd occasion but he was never really that involved, and that was right the way up through my career. He could have done so much more, but it proved in me that I really wanted it. You see the best racing drivers are the ones who can battle and make results out of nothing, and that comes from fighting your way through to ever establish a career.

"When the wheels start to fall off for someone who has been gifted a career, they don't know what to do because they don't have that fire inside."

MN: Do you think that has had an impact on how you treat Ricky and Jordan?

RC: "Yes. I think it has. I have massaged the way in motorsport for my kids in the

"You need that racing passion inside you to succeed"

Rob Collard

continued on page 22



Rob's dad Mick 'Duffy' Collard was one of the biggest superstars of the National Hot Rod scene

FEATURE

same way that any other decent parent would. I have helped with budgets, I have helped with connections, I have opened doors. I would like to think I have given them the best schooling and grounding that any team manager or team boss could."

MN: So what sort of racing dad are you, do you think?

RC: "That is an interesting question and I have had this put to me before. When you have to stand on the banks at PF International kart track or somewhere like that and you watch your kids race, you can see other parents getting stressed. They are moaning about the equipment and whining about a shit engine, for example, or the chassis is crap. It is not necessarily about the kart, it could be that the kid is not driving it very well. But I will also know that I will be as critical to my lads as I would to anyone else – in fact, probably more so."

"I would tell them if they were not driving the thing properly, but when you are a kid, you never want to listen to your dad – and even I was like that. I have seen some horrible cases with racing dads bullying their children and I don't like it. That is not just in karting that is in everything. You see it with kids who are well into their mid-20s."

Question: When you went circuit racing, you decided to do it in British Formula Ford Championship's second class [which was then called the First Division] in 1998. Why such a dramatic switch? Why single-seaters?

Steven Nye
Via email

RC: "There are a couple of reasons for that. I was British and European champion in Hot Rods and I just got to a point where no matter what I did, I was always being compared to my dad. If I did well, it was always because I was Duffy's son. If I didn't do well, then I was never as good as Duffy. There were a lot of people around who hated my dad, and that meant they transferred that hate on to me as well. I ended up fighting battles on track that my dad had started 10 years before – that could be with officials, scrutineers, spectators or other racers. I just felt I was not getting anywhere."

"I went and did Formula Ford and I was a bit stupid, I guess because I didn't understand that the age profile of the drivers was so much younger than I was then. I came into it six or seven years too late. Not everyone was a kid at that point, but most of them were."

"I should have been in Formula Renault really, but I just didn't have the money for that. And I should have got into saloon cars before I did, but I didn't really understand the landscape."

MN: Did you like driving a single-seater?

RC: "I loved it, I absolutely loved it. To make the Formula Ford Festival Final for two years in a row was special. I qualified eighth for one of them. There was 150 cars



The Clio was a rocket – but it nearly broke Collard

which entered the event and to get into the final alongside the likes of Jenson Button, Danny Wheldon and Marcos Ambrose was pretty cool."

MN: You then did Vauxhall Vectra SRiS in 1999. Were you always destined for tin-tops then?

RC: "When I left Hot Rod racing, my dad was horrified. He thought I should have stayed on and gone and done BriSCAF1. I didn't and everyone told me that if I was going to get into touring cars, which was always my aim because I had watched it on TV and it was the absolute nuts in the late 1990s, then I had to go and do a couple of years in single-seaters first."

"So I had done that without realising the age issue, but then I went into the Vectras to get front-wheel-drive experience and I ran that from my shed at home. Vauxhall had this tent that they put up for privateers in the paddock and we ran it from there on race weekends. I bought Jason Yeomans'

old car from TechSpeed. I turned up for the first round at Donington Park, put it on pole and won the race – and that was the same weekend where Matt Neal won the £250,000 for being the first Independent to win a BTCC race outright."

Question: You formed your own team and ran the Renault Clio in the BTCC Production class in 2001. Why the Clio? And how hard was it to be team boss and driver?

Malcolm Munt

Via email

RC: "Well, I had got to meet Dick Bennetts and West Surrey Racing had built that car. It was built for a championship in Europe and it had gone out to Holland but I brought it back to the UK. It was a beautifully made car and that was my first step into the big league, I suppose you could call it. "The car handled brilliantly but we got

tucked up with the engine for a couple of years on the trot. Peter Riches, the BTCC technical chief, pulled it apart and made me spend a load of money on it changing the suspension and then I had to make alterations to the engine, and the engine builder screwed it up. It was either a rocket, or it broke down, and it nearly broke me as a person. It was tough and we had gone from running the Vectra which was a great car to having this nightmare car."

"I had great support from WSR though. They offered to give me help with engineering so I had Drew MacDonald working on it with me."

Question: You only raced in one meeting in the BTCC in 2007. What happened?

Stuart Pearson

Via email

RC: "It was just a really, really tough

year financially. We just simply didn't have the budget."

"I thought I had a deal to race the BMW 320si, which was new to WSR at the time, and there was a car at the Autosport International Show with Colin Turkington's name on one side and mine on the other. We had agreed a deal, but then I got dropped as Tom Onslow-Cole came in with a big cheque book. I think I got my marching orders in about the March, and I had the hump a little bit."

"Ricky was doing well in his karting then and I spent the season going around with him. There was the opportunity at the end of the season for a one-off with the GR Asia team in a Seat Leon so I did Thruxton. Paul Ridgway was the engineer there and he helped to make that happen, and he is now Ricky's engineer at Speedworks Motorsport."

MN: Were you going to completely pack motor racing in at that stage?

"Formula Ford was a great category to compete in for me"

Rob Collard



Maiden BTCC steps were taken in a Nissan Primera in 2000



A one-off chance came to race for the GR Asia team at the end of '07



Independents' Trophy
win came in 2003

RC: "Well yes, those sorts of things were going through my mind, for sure."

Question: Which was your favourite BTCC car to drive? What do you think of NGTC regulations?

John Charles

Via email

RC: "The 3 Series BMW was my favourite to drive. That car genuinely did everything really well. It was a touring car that was built to do the job and you could tell that when you got behind the wheel."

MN: And what do you think of the current NGTC regulations? Are you a fan?

RC: "As everyone has more or less the same platform, it is quite good. I think it could be much better. I am not necessarily a fan of the hybrid system at the moment and think the series has lost its way a little in terms of its action. I just don't see that in the series anymore, particularly as I am standing on the other side of the fence at

the minute. I don't think the cars are as exciting to drive seemingly."

"They've dumbed it all down to a point where everybody seems to be doing about the same lap times and it doesn't allow the top drivers to engineer the cars to unlock something extra from them. They are unable to find that extra tenth or two per lap. Whether it is the tyres or the way the cars are built, it seems to be dulled down a bit. People shouldn't be able to go out there and be on the same pace as someone like Colin Turkington, and yet these days you have got 90% of the field all within a few tenths of each other."

Question: Unlike a lot of young tin-top drivers, you ran a business at the same time as racing. What was the biggest difficulty doing that?

Barry May

Via email

RC: "Just think how good I could

have been had I not had to run a business too, eh?!"

"It was incredibly hard. I look back at it now and I really don't know how I did it, especially as I was the chairman of the demolition association for four years in the middle of that too. So there was that, my job, my racing and looking after two sons who were starting their own racing careers too. There was a lot on my plate."

MN: Do you think that took something away from your performances on the race track a little?

RC: "There were some elements of that where it was hard for me to get my head into the game. When I look back, some of the frustrations I was having at work would come out on the track on Saturday, and it would probably take me until the Sunday to get into the racing properly. It would take until then to find my feet. It was hard to forget the day job."

Question: Who would you least like to go around Church corner at Thruxton side-by-side with? And who did you enjoy racing against the most?

Iain Elsey

Via email

JC: "The person I would least like to go around there side-by-side with would be Gordon Shedden, no question. That is an easy one. I simply wouldn't trust him as long as I have got breath in my body."

"The one who I would trust the most is Jason Plato. Jason would have the common decency to know that if you hit you going around Church then the result would be a big accident, probably for both of you. I trust Jason 100%. Tom Chilton and Stephen Jelley, yes I would trust

continued on page 24



Knockhill was a turning point for Collard as he took a maiden win



Collard had a long and successful association with the WSR outfit

FEATURE



Rallying was something Collard loved doing...



Knockhill 2014:
Another BTCC win



Hot Rod way of life
captured Collard

them too.

“Could you bank on Matt Neal behaving? For me that would be 50-50. But absolutely not ‘Trash’ Gordon.”

Question: Arguably your greatest weekend in the BTCC was at Knockhill in 2012, when you took two wins in one day. You also won your maiden BTCC race there. What is it about that track that you loved?

Leanne Matchki

Via email

RC: “I really enjoy tracks that are undulating. If you look at any track I do well at – Knockhill, Brands Hatch, Oulton Park – that is nearly always a common theme. I love old-style tracks where you have to be right on the edge and it takes a lot of commitment. I thrive at those sorts of places.”

MN sets the scene: From 2003 until 2008, Collard would make sporadic appearances on the stages and drove a Subaru Impreza. He was often battling for class victories, and finished fourth overall on the Tempest Rally in 2008.

Question: You turned your hand to rallying for a while. Why did you not do more of it? Did you enjoy it?

Jakob Ebrey

Via email

RC: “Wherever you go in motorsport, you will find photographer Jakob Ebrey standing there when you least expect him. I remember pulling up at a service park on a rally and I pulled the window down and there he was, taking pictures of me! I sometimes wonder if he has a family to go home to...”

“I did four gravel rallies because the Tempest Rally is on my doorstep. I help the Sutton and Cheam Motor Club, the organisers, with levelling their tracks and giving the gravel to use for various things. I just took part in the events for a bit of fun and I absolutely love it and I would do it again in a heartbeat.”

“It I had more time and more money, it is something I would certainly take that avenue and do it properly. There is only so many hours in the day and there is only a certain amount of money I can earn, and I have Ricky and Jordan’s careers to look after.”

Question: What gives you more satisfaction: running a successful demolition business? Or winning a race?

Emma Facey

Via email

RC: “Well, I am a competitive person, so



Collard was a winner for Motorbase Performance in the 2009 BTCC



In for the long haul: Winning British GT in a Lambo in 2020

I love to win a demolition contract and then complete it. There is a great feeling when you have won the deal and you see it through until it is completed and you see to diggers getting loaded up after the job is done.

"But, from a personal point of view, there is nothing like the feeling of winning a race. When you are leading and you get to the last lap and you know you have it in the bag, it is untouchable."

Question: Who was the best team principal you have worked with, apart from yourself?

Gary Whiting

Via email

RC: "I would say WSR boss Dick Bennetts, without a shadow of a doubt. The man is so sincere and just a genuine bloke. He is hugely experienced and has so much knowledge. If you have done shit, he will tell you you have done shit and if you have done well, he will tell you you have done well."

"Another of his great qualities is that he simply won't quit, the man will never give up. We did have our speed bumps when it came to renewing deals and I was always under attack, because everybody always wanted to drive for WSR and they were all turning up

with big budgets. Nevertheless, Dick was very loyal to me and I was loyal to him. When I had cheaper deals, I never took them and when he had big paying drivers knocking on the door he didn't take the money."

Question: When you switched to British GT, did you expect to have the success you had? And how good is Sandy Mitchell?

Lynne Whelan

Via email

RC: "Sandy Mitchell is one of the fastest team-mates I have ever had and I think he is underrated, although he is starting to get the recognition now. He got his factory Lamborghini deal on the back of us winning British GT in 2020. That was the deal, if he won the British title, then there was a contract waiting for him – so no pressure there then for either of us!"

"I remember when I did the deal with Barwell Motorsport, I asked if I could drive with Phil Keen. Mark Lemmer, the Barwell boss, told me that he was in with Adam Balon and I would be racing alongside Sandy Mitchell, and I said 'Sandy who?' I had a vague knowledge of him as he had raced for Arden in British F4 alongside Ricky. Little

did I know how good he was going to be. Even after just the first test, I knew I had someone alongside me who could help me win the championship."

MN: Did you find it easy to switch to GT racing?

RC: "I was in quite a good place. I really liked the car and I adapted to it really, really well. I like Mark Lemmer, he runs a really good ship, and the results came easier than I expected. It was a brilliant year. We won the Silverstone 500 and a couple of other races, but we should have won more. We came third in the GT3 championship in Europe and we won the Pro-Am division of the Spa 24 Hours."

MN: Did racing in the GT championships rejuvenate you?

RC: "I think it convinced me that I hadn't lost it. In 2018 I had the concussion after an accident in the BTCC at Snetterton which put the brakes on a bit and, if I am honest, I wasn't really fussed when I was in the Power Maxed Racing Vauxhall Astra in 2019 – I think I did that season just because it was a habit."

"To step from that to the success we had in 2020 was just brilliant. I felt I was back to my old self again."

Question: Are you, Jordan and Ricky going to share a car at any point?

Leo Barclay

Via email

RC: "I would absolutely love to and it would be my aim to do something like the Spa 24 Hours, the Le Mans 24 Hours or Daytona with the boys. I really hope that will happen at some point in the future."

MN: Who would be quickest?

RC: "Depends if it is one lap or a race... all three of us have got different strengths."

MN: So you have not retired then?

RC: "No, definitely not. There is plenty more racing I want to do in my career. I had a shoulder injury and I have had four operations to try and fix it. Once that is up and running, I will be back out there."

Question: Which achievement in your career are you most proud of?

Damien Doherty

Via email

RC: "I look back now and there are lots of things I have done that I am proud of. When I built my Hot Rod Starlet, I built a one-off left-hand-drive car. People had a look at it and some of the things I had done with the Toyota's steering and told me it would never work. I went out and lapped everyone up to fourth place in the race, which was for the European title."

"That is just one example of the little things that happen along the way which

make you smile."

"There were the back-to-back wins at Knockhill in 2012 in the BMW which was a great weekend."

"Also winning the Independents' title in a car which we ran ourselves was pretty special in 2003. We ran the Vauxhall from a cow shed. That makes memories too. We only had one mechanic full-time and everyone else was part-time."

"Then there is winning British GT and claiming the Silverstone 500 too. And then to win the Spa 24 Hours in class alongside Ricky was another stand-out. There are so many things!"

Question: You have seen what it is like for young drivers today through the career of your two sons. What advice would you give to a young driver starting out today?

Russell Scobbie

Via email

RC: "Never give up. Every young driver today needs lots of facets in their toolbox. Being fast is important, but it is not the only thing that is going to get you to the top. You have to be commercial, get sponsorship, all sorts. Just being a quick racing driver is not the only thing manufacturers and teams are looking out for these days."

"British GT proved to me that I still have that pace"

Rob Collard



Sandy Mitchell and Rob Collard won British GT in the 2020 season



Rob's son Ricky deputised for his dad in the 2018 BTCC season

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FEATURE

Photos: Motorsport Images

HOW FORMULA E IS MAKING AN EXHIBITION OF MOTORSPORT

Sam Smith looks ahead to this weekend's all-electric showdown in London's Docklands

POINTS

Formula E
After 12/16 rounds

POS	DRIVER	TEAM	PTS
1	Stoffel Vandoorne	Mercedes EQ Formula E Team	155
2	Edoardo Mortara	Venturi Racing	144
3	Mitch Evans	Jaguar TCS Racing	139
4	Jean-Eric Vergne	DS Techeetah	128
5	Robin Frijns	Envision Racing	104
6	Antonio Felix da Costa	DS Techeetah	100
7	Lucas di Grassi	Venturi Racing	84
8	Nyck de Vries	Mercedes EQ Formula E Team	83
9	Pascal Wehrlein	Porsche Formula E Team	63
10	Andre Lotterer	Porsche Formula E Team	63



ExCeL will host the Formula E battlers

FIVE DRIVERS TO WATCH

Edoardo Mortara

The Italian-Swiss former Master of Macau (below) has been a slow burner in Formula E after making his debut at Hong Kong in 2017. The Venturi ever-present really started to hit his straps last season with a breakthrough win in Puebla. His title chances in Berlin last August ended in a blizzard of shattered carbonfibre after a startline



shunt but in 2022 he has added three more wins to his tally and is a genuine title contender.

Andre Lotterer

Somehow Lotterer is yet to win an EPrix but has eight podium appearances and on his day is a potential winner. Unfortunately for him those days with Porsche come along way too infrequently. Noted for his hard charging and brawny racecraft, Lotterer could be the surprise package at ExCeL this weekend.



the odd occasion has proffered the odd belligerent cameo to threaten a podium position.

Oliver Rowland

Of the home heroes Rowland (above right) could be a decent shout to follow 2021 winners Jake Dennis and Alex Lynn for an otherwise unlikely crack at the top step on his home turf. The Barnsley-born driver replaced Lynn at Mahindra for this season and on



'Butch' is the most recent new FE winner after a superb run in New York two weeks ago. The Envision Racing ace put team-mate and one-time title challenger Robin Frijns in the shade and if his Audi powertrain is on song Cassidy could be nothing less than unbeatable.

Sergio Sette Camara

The dark horse of the field Sette Camara (below) by rights shouldn't have a hope of even sniffing a point in the lamentable Penske EV-5 machine. Over a race distance it's a disaster but if the Brazilian can channel his often jaw-dropping qualifying heroics then an obstinate drive in to the top 10 is very much on.



As unlikely race locations go, the ExCeL Arena in London's docklands has to be right up there in British motorsports right now.

Racing inside and outside one of the vast exhibition halls, the inaugural 2021 race came in for plenty of criticism for a perceived 'mickey mouse' element to the racing. But when it comes to absorbing a barrage of flack, Formula E has proven to be a hardy opponent that is more than capable in fighting back.

The London EPrix double header this weekend is undoubtedly one of Formula E's most important in its eight-year history. Now gone are the excuses of a pandemic-affected crowds, scattergun viewing possibilities and archaic title fights.

The last of those is mostly down to the new qualifying format for 2022 that has two groups of 11 drivers whittled down to the eight fastest (the top four from each) in 12-minute sessions. Then a world cup-style quarter-final, semi and final knockout one-lap sprint takes place to ensure a more hierarchical grid than the 2021 tombola-style system.

What this has provided is a much more structured title fight that has rewarded consistent performances. As a result, Formula E's own Gang of Four have materialised as would-be all-electric World champions this season – Mercedes' Stoffel Vandoorne, Venturi's Edoardo Mortara, Jaguar's Mitch Evans and DS Techeetah driver Jean-Eric Vergne.

To emphasise the consistency vibe, Vandoorne heads the standings by 11 points from Mortara but the former McLaren Formula 1 driver has scored just one EPrix victory to the Venturi driver's three.

Evans also has a hat-trick of victories this season, a magnificent double at Rome and a well-judged success at the inaugural Jakarta EPrix in early June. Vergne meanwhile is the only one of the quartet yet to take a victory and after a nil points disaster last time out at New York, he has slightly lost touch from leader Vandoorne and sits 27 points in arrears with 116 to play for.

While these four eye title glory, their team-mates are putting ego aside in a quest to take points off rivals and assist by riding shotgun. Lucas di Grassi (Venturi), Sam

Bird (Jaguar), Antonio Felix da Costa (DS Techeetah) and reigning champion Nyck de Vries (Mercedes EQ) have all shown strong form recently.

The London track, which came in for some stinging rebuke from drivers and teams last season, has had some key revisions made to it for its second event.

Gone are the ludicrous karting style double-back hairpins that rendered some of last July's racing to demolition derby status. In their places are two chicanes that should offer some more presentable overtaking possibilities.

Last season the majority of passes involved some contact and in the most extreme cases (look away Mr A Lotterer) involved WWE-style smackdowns into the barriers.

But perhaps more critically the amount of usable energy available to drivers will be the overriding factor in Docklands this weekend.

Usually, 52kWh is allocated but on certain circuits with specific configurations that don't have a lot of natural braking areas for regenerative purposes, this is reduced. Last season at ExCeL it was whittled down to 48kWh but this still promoted more or less flat-out racing, and therefore promoted more desperate overtaking attempts and resulting chaos.

This time, although not confirmed as yet, it is expected that a total usable energy of 44, or even 42kWh could be on offer. This will promote more of a natural energy race whereby lifting and coasting will be employed much more than it was last season.

This fact, combined with the more meritorious qualifying system, should provide a more strategic and interesting race. A word of warning though to the Gang of Four. If ever a cork were to get in the bottle and become an unwieldy obstacle (your time may have come Sergio Sette Camara – see sidebar) then the sinuous ExCeL track is that very location.

There is one other more existential topic to watch this weekend too. The London races will be the penultimate event where the Gen 2 cars will be the stars of the show as the more powerful Gen 3 cars, currently in early development and reliability testing phases, enter the stage from the beginning of the 2023 season that is due to start in Mexico City next January. ■



Some of the London track's hairpins have been replaced for 2022 race



The inside-outside track presents a new challenge for the drivers

RALLY REPORTS

RSAC SCOTTISH RALLY: MOFFAT BY JOHN FIFE

Photos: Pro-Rally.co.uk

JULY 23



Binnie didn't rate his winning outing

Brunton kept the pressure on the leader



BINNIE'S THE WINNER ON TOPSY-TURVY SCOTTISH SHOWDOWN

Sometimes things happen in rallying that cause a double take. A look at the results for the Dumfries & Galloway RSAC Scottish Rally might just make some fans do that as a Mitsubishi Lancer E9 topped the timesheets ahead of two R5s and a Rally2.

Michael Binnie and Claire Mole scored a quite remarkable victory ahead of the Ford Fiesta R5 of Hugh Brunton and Drew Sturrock and the Fiesta Rally2 of David Henderson and Chris Lees with another Fiesta R5 in fourth place, that of Joe Hegarty and David Turkington.

This year's Scottish Rally Championship title favourite David Bogie was sidelined on SS2, which pitched Binnie back into the mix. He now has a win and maximum points score from the Snowman and the Scottish, against Bogie's three maximum scores so far.

With his brand-new Fiesta Rally2 being delivered late on Thursday evening before the rally, Bogie had time at the Friday test session to work on the set-up but said: "I could have done with more time".

Even so, he and John Rowan set the fastest time on the opening stage of the day on Saturday but had to share that with the fast-improving Henderson and Lees

in their Fiesta Rally2. Only two seconds behind them was the Fiesta Rally 5 of Freddie Milne and Patrick Walsh.

Already this was looking like a Ford 'whitewash' with three more cars tied on third-fastest time, the Fiesta R5 of Brunton and Sturrock plus the Hyundai i20 R5 of John Wink and Neil Shanks - and the Mitsubishi Lancer of Binnie and Mole. Game on.

It all went wrong for Bogie on the recently regraded Castle O'er. "I just put two wheels on the gravel edge. They must have been quite flinty because both tyres punctured - and I had only one spare," he said.

This time it was Binnie who set fastest time by one second from Milne and three from Henderson. As for Wink, the Hyundai lost time when it caught the Proton of Mark McCulloch driving out on a puncture.

It was Binnie again on SS3 where Twiglees was in superb condition. Henderson was second fastest ahead of Milne who was grinning widely at the stage finish. "I wish I had another gear for in there," he said.

After first service both Milne and Henderson struck trouble in Gill Knowe. "The front nearside went down first," said Milne, "then the rear offside - and I had only one spare." Henderson

suffered a sudden deflation rounding a left hander where the Fiesta bottomed out and spun. Binnie was therefore able to open a bigger gap to the pursuers this time led by Brunton and Hegarty with Wink back on the pace.

Henderson was primed for a big attack in the 8.9-mile Ae test, until he punctured another tyre, but he was carrying two spares so was able to reach final service. Binnie was again able to stretch his lead keeping Brunton at bay, but Wink was out, after upending the Hyundai.

Third quickest this time was the Lancer E9 of Willie Paterson and Tom Hynd, 4s clear of Lancer team-mates Angus Lawrie and Paul Gribben who shared fourth-fastest time with Hegarty. It's also worth noting that sixth fastest through this long test was the Ford Escort Mk2 of Stuart Egglestone and Brian Hodgson delighting the crowds who were now getting wet as the sporadic rain showers were becoming heavier and more prolonged.

One stage to go, the 9.4-mile Rivox test. Henderson had dropped to 16th overall with his spin and puncture on SS4 and second SS5 puncture but his pace through that final test displaced Hegarty for the final step on the podium. Hegarty was lucky to finish though. The Fiesta had

broken a driveshaft which broke the steering with Hegarty struggling mightily to manhandle the broken car through the stage finish.

Binnie was second quickest ahead of Brunton securing the top two spots ahead of Henderson. But what a rally, what drama.

The Lancer twins, Lawrie and Paterson finished fifth and sixth just 6s apart with Lawrie getting the bragging rights – this time.

Mark McCulloch and Michael Hendry would have done better than seventh with the Proton Satria Evo had it not been for his puncture although he just managed to keep the Fiesta R5 of John Rintoul and Ross Hynd behind him by one second. Egglestone scored a magnificent ninth place overall in the Mk2 ahead of the Fiesta Rally 2 of Bob Adamson and Jamie Edwards.

Just outside the top 10 was the second 2WD machine, the Peugeot 208 Rally4 of Peter Stewart and Harry Marchbank in 11th place overall, but the day belonged to Binnie and Mole.

Binnie admitted surprisingly at the finish: "I don't think I drove particularly well today, but the times showed otherwise," with Mole nodding in agreement, suggesting: "He's driven better and scored worse results."

RESULTS

RSAC Scottish Rally When: July 23

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Michael Binnie/Claire Mole	Mitsubishi Lancer E9	42m20s
2	Hugh Brunton/Drew Sturrock	Ford Fiesta R5	+45s
3	David Henderson/Chris Lees	Ford Fiesta Rally2	+1m34s
4	Joe Hegarty/David Turkington	Ford Fiesta R5	+2m05s
5	Angus Lawrie/Paul Gribben	Mitsubishi Lancer E9	+2m10s
6	William Patterson/Tom Hynd	Mitsubishi Lancer E9	+2m16s
7	Mark McCulloch/Michael Hendry	Proton Satria Evo	+3m30s
8	John Rintoul/Ross Hynd	Ford Fiesta R5	+3m31s
9	Stuart Egglestone/Brian Hodgson	Ford Escort MK2	+3m40s
10	Robert Adamson/Jamie Edwards	Ford Fiesta Rally2	+3m51s

Class winners: Niall Cowan/Chris Wareham (MG3); Martyn Erskine/Kieran Hyslop (Peugeot 206 Cup); Graeme Sherry/Ewan Lees (Opel Manta); Mike Moates/Gary McDonald (Subaru Impreza); Keith Riddick/Mairi Riddick (MG ZR); John Crawford/Karen MacLeod (Ford Escort MK2); Gordon Murray/Michael Cruickshank (Ford Escort MK2); Orrin McDonnell/Eoghan Anderson (Subaru Impreza); Binnie/Mole; Peter Stewart/Harry Marchbank (Peugeot 208 Rally4); Brunton/Sturrock; Egglestone/Hodgson; Steve Bannister/Dave Robson (Ford Escort MK2); Daniel Hedges/Jake William Ian Pumphrey (Land Rover Defender).



Henderson battled back from a puncture for third

CLASSES



The Riddicks performed well

Riddicks turn heads with a top-20 finish overall

There were more surprises in the hotly contested modified 1600cc class where Keith and Mairi Riddick finished a quite remarkable 16th overall in their MG ZR with the Peugeot 208 of the Sloan brothers, Scott and David, 18th.

Third in class and taking top

SRC Junior points were 18 year-old Robert Proudflock and Steven Brown scoring an outstanding 20th overall in the Vauxhall Adam. The expected tussle between Proudflock and the other frontrunning Junior, Justin Gunning, fizzled out when the Fiesta double

punctured in SS4.

In the clubman category 1600cc class, the Peugeot 206 Cup car of Martyn Erskine and Kieran Hyslop took the honours from the Peugeot 205 of Donald Peacock and Mark Roberts. John Midgley and Geoff Maybank managed

to hang on to third place despite having to nurse a damaged gearbox in the Toyota Corolla through the final stages.

Egglestone's hackle-raising pace also netted him the top historic class award ahead of Steve Bannister and Dave

Robson in the Escort MK2 and the RS1800 of Robert Gough and Jack Bowen on their first visit to the Scottish for 18 years.

Michael Binnie now leads the Scottish Championship (142 points) after five of eight rounds from David Bogie (117) and Scott Macbeth (99).

RALLY REPORTS

DOWN RALLY: LISBURN BY WILLIAM NEILL

Photos: Chicane Media

JULY 23

GREER TAKES THE RALLY AND THE TITLE WITH DOWN RALLY VICTORY



Greer heralded a near-perfect event

Jonathan Greer won the Northern Ireland Rally Championship for a third time following a start-to-finish victory in County Down. Greer won by 26 seconds in his Citroen C3 Rally2, while Steve Wood became the fourth Prototype Asphalt Championship winner this season after the Irish Sea crossing.

Wet roads at the start of the day and some heavy showers made this a challenging day in the lanes of County Down and a top-quality entry was cut by a third by the time the finishers arrived back in Lisburn. But it had been another high-quality rally with slick organisation.

Greer, the 2018 winner, was incredibly neat, tidy and fast on his local stages to take the advantage on the final NI round right from the opening 5.6-mile Lough Erne test where, with Dai Roberts co-driving, the DGM Sport car was fastest by 4.3s.

Cathan McCourt and Liam Moynihan slotted into an early second in another C3 Rally2 with Mark Kelly the first Asphalt-registered driver finishing the stage in third before his Skoda Fabia R5 lost boost pressure, which later his caused retirement.

Bucks Head—the longest stage measuring 8.7 miles—and SS4 at Drumaknocken hosted the

majority of the drama before a mid-event Lisburn service.

Reunited with regular co-driver Darren Curran following a Loughgall win, Aaron McLaughlin was in with a shout of the NI championship title before a blown turbo. Joseph McGonigle equalled McLaughlin on points going into the day in second but went off the road on Bucks Head, to leave the title race up to Greer and Derek McGarrity (VW Polo R5).

It was Kelly's woes though that had the biggest impact at the head of the rally. Peadar Hurson in a WRC-spec Ford Fiesta became McCourt's challenger, 15.6s back after SS3 where the Warrenpoint driver and Damien Connolly had an overshoot. Then on Hamilton's Folly, by taking a stage win from Greer by 0.7s, Hurson took second place thanks to a spin for McCourt.

Again 0.7s separated Hurson and Greer on stage times on the Lough Erne repeat. Back in Bucks Head and there was no denying that Greer was in charge as he was fastest by 8.7s to hold a 24.3s advantage with two stages to run.

"We hit something with the front left but luckily the tyre stayed up," said Greer at the stop line after reporting more gravel than expected before easing his pace to the finish, adding 1.7s to

the winning margin.

"It was a day where everything went right. We don't often get those," said Greer on the podium, noting that when the 2022 calendar was published he had his eyes on the championship race going to Down.

Four seconds split Hurson and McCourt going into the last stage but both had problems. McCourt had a puncture and, despite a stall, Hurson came off better to finish second, 22.4s up.

Jason Mitchell (Ford Fiesta Rally2) prefers gravel but continued to improve on sealed-surface events with fourth under Paddy McCruden's guidance. On the day it was a slow start according to the Mitchell with 12th fastest on SS1 but he won the last stage.

William Creighton and Shane Byrne put in one of the drives of the rally to claim fifth with an M-Sport Poland Ford Fiesta Rally3, despite finding tyre choice difficult and needing reverse on a hairpin to finish 5.7s behind Mitchell and 4.4s ahead of McGarrity.

A seasoned pro in the NI championship, McGarrity helped earn Graham Henderson the overall co-driver title and a spot ahead of Stuart Biggerstaff and Anthony Nester. "We messed up a bit on the first stage," McGarrity admitted. "I hadn't



Hurson survived late dramas to take second

driven in the wet for a long time."

Welshman Steve Wood, co-driven by Kenny Hull, said it was nice to take maximum points for his championship but as far as the title fight is concerned, he thinks only of each rally as they happen. He will be keen for another good result at his home round, Rali Ceredigion. In Down, Wood was eighth but a third-fastest stage time proves more experience on those stages could yield a higher result. The Fiesta WRC crew did however have a particularly good advantage over the first loop to finish 34.5s clear of nearest rival John Stone.

Indeed, for Stone it was a worthwhile visit too with second-place points being his reward in ninth overall alongside Laura Connell in his Volkswagen Polo R5. A worrying noise from the rear of the car was reported but didn't seem to affect the pace.

Neil Roskell, co-driven by Andrew Roughead, has moved up to second in the Asphalt drivers' standings. He was pleased to complete the opening loop of stages after the engine light came on midway through SS1 and the crew had to limp to the end of the stage. The car's bonnet then flew open and smashed the windscreen after a heavy landing, costing over a minute.

RESULTS

Down Rally When: July 23

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Jonathan Greer/Dai Roberts	Citroen C3 Rally2	44m26.9s
2	Peadar Hurson/Damien Connolly	Ford Fiesta WRC	+26s
3	Cathan McCourt/Liam Moynihan	Citroen C3 Rally2	+48.4s
4	Jason Mitchell/Paddy McCruden	Ford Fiesta Rally2	+52.3s
5	William Creighton/Shane Byrne	Ford Fiesta Rally3	+58.0s
6	Derek McCarrity/Graham Henderson	Volkswagen Polo R5	+1m02.4s
7	Stuart Biggerstaff/Anthony Nester	Ford Fiesta R5	+1m10.1s
8	Steve Wood/Kenny Hull	Fiesta WRC	+1m16.6s
9	John Stone/Laura Connell	VW Polo R5	+1m51.1s
10	Damian Toner/Denver Rafferty	Ford Escort Mk2	+2m03.6s

Class winners: Stanley Orr/Michael Gibson (Ford Escort Mk1 RS1600); Seamus Goodfellow/Joe McFarland (Honda Civic); Mervyn Tate/Sarah Tate (Talbot Sunbeam); Gareth Deazley/Ashley Boulton (Ford Fiesta R200); Sam Adams/Michael Johnston (Escort Mk2); John Devlin/John McCarthy (Ford Escort Mk2); Toner/Rafferty; David Porter/Jordan Murphy (Subaru Impreza); Creighton/Byrne; Greer/Roberts; Hurson/Connolly.



Cathan McCourt claimed third position in his C3

CLASSES



Toner flew to a class victory

Toner delivers a victory in two-wheel-drive fight

Damian Toner and Denver Rafferty were mighty to be top two-wheel-drive crew in their Ford Escort Mk2 and rounded out the top 10 with a class win by almost 40s. Alan Smyth was faster on one stage and finished second in the class. Stanley Orr and Michael

Gibson were Historic victors by two minutes in their Ford Escort MK1 RS1600 with early leader Jimmy Mills receiving an over-the-time-limit penalty. Long-time supporter of rallying on the island, insurance man Fintan McGrady followed in his RS1800-spec

Escort Mk2. Seamus Goodfellow and Joel McFarland were the sole Group N finishers in a Honda Civic but Johnnie Mackay, who retired a Ford Fiesta ST with mechanical problems, continues to lead the Asphalt Junior category.

Mervyn Tate won his class with regular-winner Philip White picking up an early puncture while, also thanks to a puncture, Kyle White lost three minutes and promoted Gareth Deazley and Ashley Boulton to a class win. Sam Adams/Michael

Johnston and John Devlin/John McCarthy both used Escort Mk2s to easily win their classes. David Porter and Jordan Murphy finished 32nd overall on the way to winning C8 both on the day and in the NI championship with a Subaru Impreza.

MN PREVIEW

COMING SOON!

MN'S FORD SPECIAL

OUT AUGUST 11

SPECIAL EXCLUSIVE READERS' Q&A: TIN-TOP KING ANDY ROUSE

We speak to the British Touring Car Championship king



THE ENDURING BLUE OVAL LEGEND

The category that refuses to die: FF1600

ROLLING BACK THE YEARS

The rallying icon that is still a hit today



UNEARTHING A PRICELESS GEM

The incredible story behind a Ford Sierra RS500 revival

FORD'S NEAR MISSES

The inventive nature of Ford's competition department



RACING REPORTS

ULTON PARK: BRSCC BY IAN SOWMAN

Photos: Mick Walker

JULY 23

FENWICK PICKS UP A TENSE MAZDA VICTORY



Fenwick topped the hectic MX-5 Mk1 battle

Fraser Fenwick claimed his ninth victory of the season in the Mazda MX-5 Mk1 Championship at Oulton Park, but had to fight back through the field to claim sixth in race two after an opening-lap incident. Steve Foden, meanwhile, won both races on the road but lost the opener after the application of a five-second track-limits penalty.

Having shown winning form at all four venues visited so far this season, championship leader Fenwick qualified third in wet conditions, although the race proved to be dry. Michael Knibbs took the lead from poleman Adam Craig immediately, but A B Motorsport-run Fenwick was at the fore by lap two.

Foden started only fifth, but fought his

way past Knibbs and then took the lead at Shell on lap four. But by the time of a mid-race safety car intervention, his penalty was applied and he was left with five racing laps to try to pull out enough of an advantage to negate it, but such was the level of competition that he failed.

That meant the battle for second was effectively one for victory, and Knibbs stole the advantage from Fenwick as they ran two abreast through Cascades on lap 11 – but he, too, incurred a penalty.

Fenwick was thus classed as victor, from Foden, Jason Greatrex, Craig and Knibbs.

In race two, a first-lap incident at Shell between Knibbs and Fenwick earned the former licence points and a grid penalty at a future round, while Fenwick pitted to check for damage after being spun around

before setting about his recovery drive.

That left Foden to amass an enormous advantage over the rest of the field, while Thomas Langford – sixth in race one – tried to fend off allcomers for second position. A couple – Brad Jones and Oliver Graham – fell by the wayside, but in the end it was Courtney Miles who chased Langford home, having retaken third from Greatrex in the final corners.

Further Mk1 MX-5 action came in the Clubman championship where, having qualified 13th in the dry, Neil Chisnall proved the master of the wet, charging through to take the lead at Cascades on lap three and then powering 18 seconds clear of the rest. A huge scrap for the remaining podium places simmered, with Go4It Racing team-mates Harry Storer and

Jack Warry living up to their name by emerging second and third, having started the final lap fourth and fifth.

Chisnall didn't feature at the front of the second race, placing fifth. The decisive moment came at Hislops on lap five, when the experienced Declan McDonnell dived down the inside of Jon Pethick to take the lead.

A pair of lively Mk3 Supercup races were shared between Knibbs and Will Blackwell-Chambers.

The BMW Compact races were the least frenetic of the day, with Mikey Doble running out winner in each. Callum Grant won both parts of the Moose Trophy Super Classic FF1600 contest in his Merlyn, overcoming Lola driver Jordan Harrison in the second race.

RACE WINNERS

Mazda MX-5 Mk1	Will Blackwell-Chambers
BMW Compact	
Race 1: Fraser Fenwick; Race 2: Steve Foden	Mikey Doble
Mazda MX-5 Mk1 Clubman	
Race 1: Neil Chisnall; Race 2: Declan McDonnell	
Moose Trophy Super Classic FF1600	
Races 1 & 2: Callum Grant (Merlyn Mk20A)	
Mazda MX-5 Mk3 Supercup	
Race 1: Michael Knibbs; Race 2:	

ANGLESEY: MSVR BY STEVEN MOSLEY

JULY 23-24



Wayne Marrs upheld honours for the F355 Ferraris with a race-one victory in the Classics



Jon Woolfitt was head-and-shoulders clear of the rest in the Northern Saloon and Sports

FERRARIS TO THE FORE AMID NORTH WALES BATTLES

The five F355 Challenge machines were favourites for the Ferrari Formula Classic races, and ran fastest in qualifying but, with the notable exception of Tristan Simpson, they were all plagued by bad luck thereafter.

Wayne Marrs took the race-one pole and, on form, was expected to carry off most of the silverware. He managed to convert race one's pole into a win after fending off Christopher Compton-Goddard and Simpson, but crank sensor problems would then keep him out of the running. Compton-Goddard's blue F355 Challenge always seemed in contention but a random electrical shutdown in race three denied him of any chance of victory then a damaged front-right corner forced his

retirement during race four. Nicky Paul-Barron and Darren Mills' similar cars also suffered throughout the weekend. It fell to James Cartwright in his 328GTB to make the most of the opportunity, picking up a second, third and fourth as the faster cars fell by the wayside.

Invited guest, the Darlington and District Motor Club, arguably provided the most dramatic spectacle during their first race on the Saturday. The Spire GTR of Jon Woolfitt and Matty Cobb's VW Beetle was in a class of its own from the start, circulating seven seconds a lap quicker than anyone else.

Mark De'Ath's lightning getaway from third on the grid in his Subaru Impreza was impressive but it was Drew Myerscough who took the final podium

RACE WINNERS

Ferrari Formula Classic	
Race 1: Wayne Marrs (F355 Challenge); Race 2, 3 & 4: Tristan Simpson (F355 Challenge)	
Alfa Romeo Championship	
Race 1 & 2: George Osborne (Alfa Romeo 75)	
Northern Saloon & Sports Car Championship	
Race 1 & 2: Jon Woolfitt (Spire GTR)	
Ferrari Hot Lap Challenge	
David Snelson (Pista)	

position in his Caterham C400. A titanic battle for the lead had raged throughout the race ahead of plenty of other scrapping down the order but unfortunately, with only a minute to go, Cobb spun coming out of Peel. This left Woolfitt to cruise to victory with a 59s advantage.

RACING REPORTS

SNETTERTON: BRSCC BY MARK PAULSON



Dempsey was close to a perfect weekend

JULY 23-24



The title-leading GCI crew at last took a first Fun Cup race win

KELLETT BIDES HIS TIME FOR FIESTA VICTORY

Alastair Kellett made experience count as he followed up second place with a win in Sunday's Fiesta Championship races at Snetterton.

The 2016 champion reckoned he didn't have the pace to beat Jenson Brickley after the Leicester racer's third-consecutive win in the opener. Brickley was in fine form, claiming pole position by over a second and then quickly overcoming Kellett's better start to control the first race.

But Brickley's later set-up tweak, with which he aimed to combat rising temperatures, went too far and left him "driving on ice" as he slipped to third in race two. Kellett made another quick start and held off a fast-closing Zachary Lucas for victory after Lucas was hampered by a momentary

engine cut mid-race. In Fiesta Juniors, Thomas Lee took a hat-trick, out-muscling Race Car Consultants team-mate Albert Webster who jumped him off the line in all three contests. Moves under braking at the Wilson hairpin were Lee's favourites. But, after enjoying their first two tussles, Webster was left disappointed that Lee's final-lap attack in race three contributed to him also losing second to Sid Smith.

Jordan Dempsey was 0.028 seconds shy of his own hat-trick in the Formula Ford 1600 National Championship. The Kevin Mills Racing driver lost out to Oldfield Motorsport's Lucas Romanek on the run to the flag after a mistake at Murrays on the final lap of race three. The pair had climbed from

sixth and seventh on the partially reversed grid after finishing 1-2 in both previous races. Romanek faced a similar challenge in the opener after missing a tow in qualifying left him starting seventh.

Fellow title contenders Jamie Sharp (B-M Racing) and Colin Queen (Ammonite Motorsport) had mixed weekends. Sharp took two podiums before spinning away a third, which was inherited by Andre Lafond, while punctures and a clash limited Queen to a best finish of ninth.

After steering failure at Oulton Park broke his Modified Fords winning streak, Dave Cockell bounced back with an imperious hat-trick. Simon Light's V8 Capri twice followed Cockell home before retiring from race

three and promoting Paul Nevill (Escort Mk2). Ashley Shelwell's Mustang-engined Sierra twice managed third while Dave Matthias's RS500 also scored a podium.

Championship-leader GCI Motorsport finally claimed a maiden Fun Cup win. Ian Wood and Craig Butterworth led home Mark Holme/ Nick Nunn (Team Viking) after UVio Hoffman's pitted from a commanding lead for a new wheel hub in a race with no caution periods. Trouble restarting the car at its final stop dropped MJ Tec from the podium battle to eighth and allowed Stobart Sport to take third.

Richard Bliss and Andrew Dyer split CityCar Cup honours, with the third race abandoned after a barrier-damaging crash for Paul Savage.

RACE WINNERS

Fiesta Championship	Modified Fords
Race 1: Jenson Brickley (ST240 Turbo)	Races 1, 2 & 3: Dave Cockell (Escort Cosworth)
Race 2: Alastair Kellett (ST240 Turbo)	Fun Cup
Race 3: Thomas Lee (ST150)	GCI Racing (Ian Wood/Craig Butterworth)
Fiesta Junior	CityCar Cup
Races 1, 2 & 3: Thomas Lee (ST150)	Race 1: Richard Bliss (Toyota Aygo); Race 2: Andrew Dyer (Citroen C1)
National Formula Ford	Clubsport Trophy
Races 1 & 2: Jordan Dempsey (Spectrum 011C); Race 3: Lucas Romanek (Van Diemen JL13)	Jasper Sapra (BMW M3)

LYDDEN HILL: LHMC BY MARK LIBBETER

JULY 23

PICKUPS STEAL THE SHOW ON LYDDEN RETURN

Victory spoils in the Pickup Truck Championship double-header was shared between Paul Tompkins and reigning champion George Turiccki as the series appeared at Lydden Hill for the first time in almost a decade.

A race stoppage to repair the tyre barrier at Chessons Drift following a shunt involving Danny Hunn meant a five-lap sprint to the flag would be required to determine the outcome of the first race.

Tompkins, who had forced his way to the front prior to the red flag, held on to win the restarted event from Mark Willis, who had edged ahead of polesitter Allen Cooper at Paddock moments after racing had resumed.

Tompkins and Willis were at the centre of the excitement in the second encounter as they indulged in a memorable battle for the runner-up spot behind the triumphant Turiccki. Despite

Willis applying non-stop pressure for much of the 20-lap race, Tompkins stood firm until he ran wide at Devil's Elbow on the penultimate tour and lost momentum. Willis seized his chance and gratefully snatched the position, but the tussle had allowed series leader Turiccki to build up a lead of over eight seconds by the finish.

Martin Reynolds won the first Super Saloons race aboard his Ford Escort after early leader Bill Richards had to retire his Maguire Mini Traveller. Mark Cripps took second in his BMW E46 M3, while Steve Dann (VW Scirocco) claimed the final podium spot after he had got ahead of the overheating-troubled VW Golf GTi of Tommy Knight early on.

Reynolds repeated his earlier success in the second event, but not before the race had to be restarted after Marcus Bicknell's stricken Ford Taurus V8 ASCAR



Tompkins won the opening Pickups encounter

had to be retrieved from the infield at Chessons Drift. Dann finished second after Cripps spun dramatically out of the race on the infield of Dover Slope on lap 10 of 19.

In the pair of Tin Tops encounters, Neal Gardiner claimed a double success in his Honda Civic after fastest qualifier Chris Whiteman had to withdraw his similar Type-R version before the first race. Second position in the opener was claimed by Ken

Angell at the wheel of his BMW E36 328i Coupe.

Graham Richardson, a non-finisher in race one in his Civic, stormed through from the back of the grid to seal second after Angell's attempts to hold the position ended with a spin into the gravel on the outside of Devil's Elbow.

Thin grids were a feature of both Intermarque Silhouettes races, which were both won by Daniel Smith in his Mercedes SLK.



Martin Reynolds was a double Super Saloons victor

RACE WINNERS

Pickups	CMMC Tin Tops	European Late Model Series
Race 1: Paul Tompkins; Race 2: George Turiccki	Races 1 & 2: Neal Gardiner (Honda Civic)	Race 1: Keith Whalley (V8 ASCAR); Race 2: Wim Moonen (Late Model V8)
CMMC Super Saloons	Intermarque Silhouettes	
Races 1 & 2: Martin Reynolds (Ford Escort)	Races 1 & 2: Daniel Smith (Mercedes SLK)	

COLUMNIST

CHRIS DITTMANN

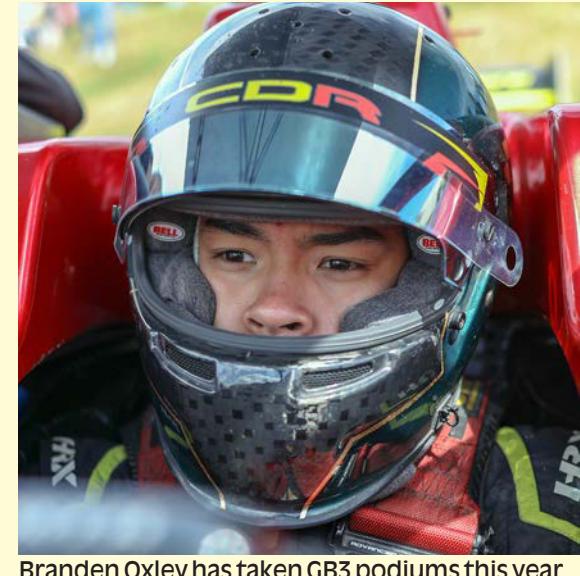


The junior single-seater team boss tells us about his season expanding into British F4 as well as continuing in GB3

Photos: Jakob Ebrey



CDR is making British F4 bow



Branden Oxley has taken GB3 podiums this year

At Chris Dittmann Racing we have been looking at entering British Formula 4 for a while. We're an established race-winning team in GB3, but with a lot of teams already competing in both GB3 and F4 their career path for drivers was quite clear. Drivers will stay with them for two or three years and for us it was hard to get our foot in the door with those drivers.

Doing both F4 and GB3 is perfect as we can train the drivers up, develop them over the course of an F4 season or two, then they can take what they've learned into GB3 with us and be very well rounded.

With the new British F4 car coming in for this year it was the ideal time to join the grid. If you're going into it with an older car, you're never sure on how long the car is going to be around for so your investment will be limited.

With there also being a new car in GB3 this year there was a lot of investment in one go, but it was a good leveller for everything, and I'm pleased with how it's going so far. We're not a massive team, so it was certainly a big jump for us. We've basically had to create another team – especially with the clashes there are between the two series – doubling what we're doing already. We have run in two championships in the past but generally it has been the same team doing both.

We've proved in GB3, against internationally successful teams like Carlin and Hitech GP, that we can hold our own. Every team brings something different to the party, but we have

a lot more of a personal touch with the drivers that really helps them develop.

A lot of teams run more as a business than they do as a race team while I'm ultra-competitive and have raced myself. The difference is that I have been involved in both sides of it: I have an engineering degree, and I've also raced myself so I can understand all sides. When we're debriefing with the driver, I can see both sides of what the engineers are trying to explain and what the driver coach is trying to explain, and can have that oversight into the way things are run.

We work closely to get the best out of each driver because every driver is different. So it's not so much giving them one car they've got to go and drive, it's working with them to give them the absolute best package.

We have a very good simulator back at base. Testing is expensive, so the more we can do on the simulator makes it much more cost effective. It's also good to work on small areas to help the lap time, even for experienced



CDR helps drivers such as Cresswell to grow

drivers, and you can do that in a calmer, more structured environment away from the track.

Our British F4 campaign has been good so far considering our driver Joel Pearson is very inexperienced. He's done Ginetta Juniors but having to take a year off with his health it's almost a step backwards compared to rivals and he's playing catch up. We've also been doing a lot of testing with new drivers for next year, which hopefully will be even better.

We'd like to get Joel qualifying in the top 10 as that will change his whole weekend and the whole dynamic for him and build his confidence. He's been very close on a few occasions, and it would mean he'd be on the reversed-grid pole.

In the GB3 championship, our drivers Branden Oxley and McKenzy Cresswell are very good. Both are trying to understand the new car as it's very different to the previous one, but they both proved in the old car that they're very quick and even in testing with this car they've been quick, but they just need to get it all together at the right time. It's been challenging for them. The car has been in the right window or thereabouts most of the year so the biggest thing for them is driving it in the correct way, so that they can learn from each other.

We've had podiums already with Branden, and being on the podium consistently is a team goal. Of course, the goal is to win. Both Branden and McKenzy are capable of doing it, it's just getting all the stars aligned at the right time and we'll keep helping and supporting them to achieve that.

"We have a personal touch with the drivers that helps them develop"

MN POLL WITH MOTUL

MOTUL



LOLA: WHICH ARE THE CARS THAT CAPTURED THE HEART?

We need your help to select the highlights from the race car constructor. By **Matt James**

Photos: Motorsport Images

THE NOMINEES

The news that Till Bechtolsheimer has bought the Lola name has many fans excited. One of the most prestigious car racing firms has had fresh life breathed into it, and the future for the once-great firm seems like it is on an upward trajectory once more.

So that got us thinking, and we polled our assembled experts to try and pin down which was the favourite machine produced by the Huntingdon firm.

Naturally, opinions vary and that can be down to which era of race cars an enthusiast grew up with and which branch of motorsport captured the heart.

Details of how to go online and vote are in the panel on this page. Please make your voice heard and we will print the results at the end of the month.

1 Lola T70 Mk3

The Lola T70 had already made its mark on the sportscar scene with John Surtees claiming the Can-Am Championship in the States in 1966 in the Mk2 version of the mighty machine – only eight years after the company was founded.

Powered by a heavyweight Chevrolet V8

capable of pushing out north of 500bhp and capable of hitting 190mph, the Mk3 was introduced to the world at the 1967 Racing Car Show in London. The car was a development of the Mk2 spyder version of the sportscar and it was a huge hit with lots of customer versions being built.



HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote

2 Lola T332

Lola's T300 Formula 5000 offering had been a successful car, although it had been a close-run thing with rivals such as Trojan and Chevron. The tweaked T332, which featured suspension and layout refinements, was designed to put that to rights and the programme took Lola to the summit once

more. It used a stressed engine configuration and it was propelled by a Chevrolet V8, and made its debut in 1974.

Brian Redman was one of the main protagonists of the single-seater and he claimed three USAC F5000 crowns in a row for the British firm between 1974 and 1976 when he was driving for Carl Haas's squad.



3 Lola T210

Sensing the prevailing wind when the FIA introduced the new European Sportscar Championship for 1970, Lola created the T210, a 1800cc car, which pushed out 235bhp.

It created an iconic car and it was an immediate hit, with its first win coming in the British Sportscar Championship in the hands of Jo Bonnier, the firm's European agent.

Things were tougher in Europe with fierce competition from Chevron, but Bonnier won four from the nine rounds to battle his way to the silverware.

4 Lola T90/00

After winning five races in the 1989 IndyCar season, Lola was determined to step up in 1990 and the T90/00.

Lola had won two previous Indycar titles, but the T90/00 took the firm to a whole new level of dominance over

its rivals from Penske and March.

Al Unser Jr took the first of his two crowns in a Gales-Kraco-run 800bhp 2.6-litre Ilmor Chevrolet-powered car after a fierce battle with Michael Andretti in his Newman/Haas version.



5 Lola Mk1

With bodywork developed by Maurice Comm, the 1958 Lola Mk1 was the first machine from Eric Broadley's stable.

Powered by a Coventry Climax engine, the lightweight 1100cc sports racer. In effect, and much like many racing cars of the time, it was a 'bitsa' – bits of other standard products bolted together to make a racing thoroughbred. The uprights at the front came from a Morris Minor and the steering rack was straight from BMC. The drum brakes came from a Triumph TR2...



6 Lola T90/50

Mark Williams refined his T89/50 design of 1989 and produced the more aerodynamically efficient T90/50, which would go on to capture the heart of Formula 3000 fans.

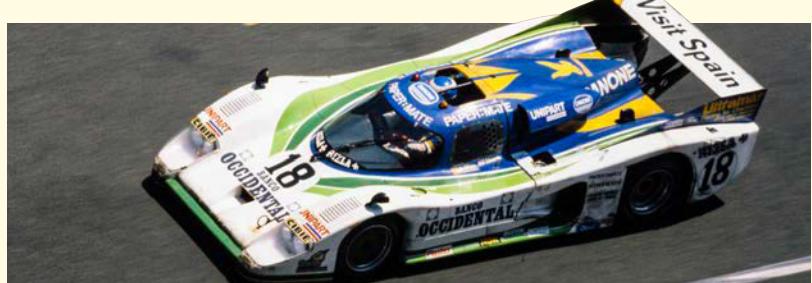
F3000 was an easy category to fall in love with too. It had the best young talents from around the globe who were on the cusp of F1, and they were battling it out in a multi-make single-seater class for rapid machines.



7 Lola T530

Can-Am had been a happy hunting ground for Lola, and the T530 summed up its philosophy perfectly. The ground-effect T530 was probably the ultimate iteration of the category. It was a massive car, enough to scare anyone when it appeared in the rear-view mirrors. It is thought to be the biggest racing car ever built.

In 1980, Formula 1 driver Patrick Tambay – who was on a sabbatical from grand prix racing – rummaged his way to seven wins from the 10 rounds in the Can-Am competition to claim the crown in his Carl Haas-entered machine.



8 Lola T600

Lola's favourite driver Brian Redman was the impetus behind the T600 programme. IMSA in the States had created a GTP category for Grand Touring Prototypes and Redman saw a business opportunity for Lola and Eric Broadley agreed. They set about building a

car from a Lola T70 base. Cars were built for the Cooke-Woods team in IMSA, which were shorter sprint-style events, but it was also beefed up to make the machine, which was powered by a Chevrolet six-litre engine, was also eligible for Le Mans and the World Endurance Championship in 1981.



9 Lola B05/40

When the LMP900 and LMP675 classes were pensioned for the 2005 sportscar season, a lot of marques were required to rethink their programmes.

Lola revamped the EX257, which had carried the MG colours at Le Mans in 2001 and 2002, and created its first

bespoke LMP2 car, the B05/40. It was available to customers and had been designed to take a whole host of different powerplants such as Judd, Zytek and Acura. It was a popular car and used in the American Le Mans Series, the Le Mans series and at the 24-hour classic in France too.



10 Lola T290

The sports racer was introduced in 1972 and two up-and-coming designers, Patrick Head and John Barnard, were responsible for the look of the car. It was a development of the successful T210 (which is third on this list) and T212. It was a class winner at Le Mans in its maiden season in the hands of Barrie Smith and René Ligonnet.

WHAT'S ON

YOUTUBE REVIEW

Motorsport comes to London this weekend in the shape of Formula E. But to those of a certain vintage, or 'fever' to use the modern parlance, London motorsport means one thing. No, not Battersea. It's Crystal Palace, the south London park that once reverberated to the noise of racing engines.

Thankfully great footage of

racing at the venue has been captured, from the Formula 3 Daily Express Trophy final in October 1970, 14 minutes of which is at: youtube.com/watch?v=DSCDucyhzA.

It's a visual treat, encapsulating all that was, and has been lost, at Crystal Palace as the cars whizz between near-at-hand park scenery. And

we have a captivating place-swapping battle – over second place anyway. The race, and its footage, is perhaps best known for its James Hunt vs Dave Morgan clash ("clash" in more than one sense) at the last. Sadly the cameras don't capture the crash itself, but they do get Hunt's inimitable reaction.

Graham Keilloh



Crystal Palace was a hit

TV GUIDE



F1 will tackle the Hungaroring

Channel 4's Hungarian Grand Prix qualifying highlights this weekend are on Saturday at 1930hrs-2100hrs while its race highlights are on at 1830hrs-2100hrs on Sunday.

Channel 4 also shows this weekend's W Series Hungaroring action on Sunday at 1400hrs-1430hrs, while the channel has even more for us petrolheads on Saturday evening with the Le Mans '66 Hollywood film, on at 2100hrs-0000hrs.

Sky Sports F1 previews the Hungaroring weekend as ever with the F1 Show, at 1900hrs-2000hrs on Friday. Ted Kravitz's Notebooks meanwhile are on at 1800hrs-1830hrs on Saturday for qualifying and at 1700hrs-1730hrs on Sunday for the race.

While before Sky Sports F1's live Hungaroring coverage kicks off on Friday morning you can catch highlights of last weekend's Spa British GT race, at 0630hrs-0730hrs, then the Belgian meeting's GB3 action, at 0730hrs-0830hrs.

While late on Sunday you can watch the best of this weekend's Spa 24 Hours on Sky Sports F1 at 2100hrs-2300hrs.

LIVE TV

FORMULA 1 HUNGARY

Practice 1: Friday, 1230hrs-1425hrs, Sky Sports F1

Practice 2: Friday, 1545hrs-1725hrs, Sky Sports F1

Practice 3: Saturday, 1145hrs-1315hrs, Sky Sports F1

Qualifying: Saturday, 0920hrs, Sky Sports F1

Qualifying: Friday, 0830hrs-0920hrs, Sky Sports F1; 1425hrs-1655hrs, Sky Sports F1; 1425hrs-1700hrs, Sky Sports Main Event

Race: Sunday, 1230hrs-1700hrs (start time 1400hrs), Sky Sports F1; 1355hrs-1600hrs Sky Sports Main Event

FORMULA E LONDON

Qualifying: Saturday, 1030hrs-1220hrs, Eurosport1

Race 1: Saturday, 1430hrs-1630hrs, Channel 4; 1500hrs-1635hrs, Eurosport2

Race 2: Sunday, 1430hrs-1630hrs, Channel 4; 1500hrs-1635hrs, Eurosport2

BTCC KNOCKHILL

Races and supports: Sunday, 1200hrs-1500hrs, ITV1; 1455hrs-1800hrs, ITV4

FIA F2 HUNGARORING

Practice: Friday, 0940hrs-1030hrs, Sky Sports F1

Qualifying: Friday, 1725hrs-1810hrs, Sky Sports F1

Sprint race: Saturday,

FIA F3 HUNGARORING

Practice: Friday, 0830hrs-0920hrs, Sky Sports F1

Qualifying: Friday, 1425hrs-1505hrs, Sky Sports F1; 1425hrs-1500hrs, Sky Sports Main Event

Race: Sunday, 1230hrs-1700hrs (start time 1400hrs), Sky Sports F1; 1355hrs-1600hrs Sky Sports Main Event

W SERIES HUNGARORING

Qualifying: Friday, 1810hrs-1900hrs, Sky Sports F1

Race: Sunday, 1315hrs-1425hrs, Sky Sports F1

Showcase: 1315hrs-1400hrs, Sky Sports Mix

INDYCAR INDIANAPOLIS

Practice: Friday, 1430hrs-1600hrs, Sky Sports Arena; Sky Sports Mix

Qualifying: Friday, 1800hrs-1915hrs, Sky Sports Action

Race: Saturday, 1830hrs-2000hrs, Sky Sports F1

NASCAR INDIANAPOLIS

Trucks race: Saturday, 0130hrs-0400hrs, Premier Sports2

Cup race: Sunday, 1900hrs-2300hrs, Premier Sports2

Sprint race: Saturday,

WHAT'S ON

RALLYING SATURDAY-SUNDAY

Cork 20 (Ireland)
Munster Car Club (spectators admitted)
munstercarclub.com

RACING FRIDAY-SUNDAY

Oulton Park International, Cheshire

Gold Cup: Historic F2, VSCC, HGPCA, Gentleman Drivers, Masters Pre '66 Touring Cars, Griffiths Haig Trophy, Aurora/Geoff Lees Trophy, Guards Trophy, Formula Junior, Special Saloon and

Modsports, Jack Sears Trophy

Starts: Saturday, qualifying from 0900hrs Saturday, racing from 1340hrs (qualifying from 0910hrs) Sunday, racing from 0905hrs

Admission: adult £35, Web knockhill.com

Silverstone GP, Northants

MSVR meeting: GB3, GB4, GT Cup, Monoposto, Radical Challenge, Radical Club Sprint, Radical Club Enduro, Porsche Club, 7 Race Series, Porsche 911 Starts Saturday, racing from 1150hrs

Sunday: racing from 0935hrs (qualifying from 0900hrs)

Admission: £16 Web silverstone.co.uk

Tickets online only

Snetterton 300, Norfolk

750MC meeting: Club Enduro, Formula Vee, Locost, Toyota MR2, Roadsports, 750 Formula, Historic 750 Formula, Sports Specials, Classic Stock Hatch, CALM All Porsche Starts Saturday, racing from tba (qualifying

Admission: £16 Web silverstone.co.uk

Saturday-Sunday

London Excel: Formula E

Starts: Saturday, qualifying from 0900hrs Saturday, racing from 1340hrs (qualifying from 0910hrs) Sunday, racing from 0905hrs

Admission: adult £35, Web silverstone.co.uk

Sunday: racing from 0935hrs (qualifying from 0900hrs)

Admission: £16 Web silverstone.co.uk

Details correct at time of going to press, please check with organisers before travelling

London E-Prix Starts

Saturday: racing from 1500hrs (qualifying from 0715hrs) Sunday, racing from 1500hrs (qualifying from 0830hrs)

Admission: adult £14, under 13 free Web msv.com

Contact: 0344 225 4422

from 0900hrs Sunday, racing from tba (qualifying from 0900hrs) Admission adult £14, under 13 free Web msv.com

Contact: 0344 225 4422

SPORTING SCENE SATURDAY

Foxhall Heath Ipswich

National Hot Rods: Starts: 1800hrs Admission: (All in advance) Adults £18, concessions £16. Tickets available on the gate Web: spedeworth.co.uk

SATURDAY-SUNDAY

Wiscombe Park

British Hillclimb Championship: Starts: 0830hrs (both days)

Admission: adults £12 (both days), children under 14 go free Web: wiscombepark.co.uk

SUNDAY

Owlcourt Raceway, Sheffield

BrSCA F1 World Final semi one: Starts: 1700hrs

Admission: adults £25, concessions £23, children 10-15 £12 Web: yorstox.co.uk

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ASTON MARTIN DB9



2005, 62000 miles, £35,000. Metallic sapphire blue cabriolet. V12 auto in stunning condition. Full service history with full vehicle check recently undertaken by Aston Martin, Newport Pagnell. Brand new Michelin tyres and refurbished alloys. Original unmarked paintwork and interior. The car is well cared for, and importantly, has been used. This car is one of the best you will find in the UK. Please call 07484824240, East of England.

115148

ASTON MARTIN DB7



2004, £279,000. The DB7 Zagato was introduced at the Pebble Beach Concours d'Elegance in August 2002 and later shown at the Paris Motor Show the following October. It was only offered for the 2003 model year, with a limited run of 99 cars built (a 100th car was produced for the Aston Martin museum), all of which immediately sold out. The car has a steel body designed in collaboration between Andrea Zagato at Zagato and the then chief designer of Aston Martin Henrik Fisker and features the signature 'double-bubble' Zagato roofline. Other features include a unique Analine leather interior not found on the normal DB7 and Zagato styled five-spoke alloy wheels. Europe. Please call 01993 849610, South East. (T)

114936

ASTON MARTIN VANTAGE



1998, POA: Registered 20th May 1998 this Supercharged Vantage to full V600 'works dynamics' specification is finished in the most desirable colour combinations of Royal blue metallic with parchment piped blue leather and dark blue carpets. With just 28000 miles and full dealer and latterly 'works service' service history the car wanted for nothing with no expense spared in its maintenance. Most recent works undertaken at 'Works Service' included a full service, new clutch, instrument upgrades and 'Nardi' steering wheel. With out doubt the V600 limited edition has to be regarded as one of the most collectable of the 'Newport Pagnell' aluminium bodied generation Aston Martin's. Supplied fully serviced with 12 months warranty. Please call 01993 849610, South East. (T)

114937

JENSEN 541R



1960, 175000 miles, £65,000. A well-known car to the Jensen Owners Club being owned by a committee member, it is now up for sale after ownership of 60 years. It has been shown at many club meetings and national shows winning many awards. Please call 07919 307973, South West.

115099

PORSCHE BOXSTER



2004, 76400 miles, £9,495. Porsche Boxster 986 2.7. Reg Date: 30/04/2004. Price: £9,495. Mileage: 76,400 miles. Body Type: Cabriolet. Exterior Paint colour: Seal grey metallic (L6B4). Interior colour/Material: Black Leather. Engine: 2700cc. Transmission: 5 speed manual. Please call 01787249924, East of England. (T)

115094

FORD ESCORT



1975, £30,000. 1975 Ford Escort MK1 RS2000 (evocation)

- HPE 2.1L Pinto Engine (186bhp), Accralite pistons, forged con rods, Big valve race head, Piper 300 cam, HPE bolt in core plugs, HPE toothed belt kit, Alloys RS sump, Tony Law exhaust manifold, GENUINE Ford group 1 downdraught inlet manifold (Very rare!), Twin 48 IDF carbs, Front coil overs conversion, Rear GAZ shocks, 2 piece QUAIFE halfshafts, TransX LSD with 4.1 diff, 7x13 RS Replica wheels, Type 9 - 5 speed gearbox, BHG gearkit, AP clutch, Facet fuel pump, Battery located in boot. Please call 01963364432, South West.

115056

FORD FIESTA



1981, 1000 miles, £18,000. Fiesta Mk1. GP2 Recreation Monte Carlo Rally Car. This has been a very long term project creating a Fiesta Mk1 GP2 Monte Carlo replica using a Ford 2.0 Zetec engine on Motorcycle carburetors. Would suit Rally demonstration events / car shows, however could easily be Log booked for competition use. Images do not do the car justice at all. The car currently does not have an MOT, the car will also require shaking down and suspension setting up, also suggest carburetor set up by an experienced bike carb tuner, this is a condition of the sale! All parts are either new or re manufactured. Looks stunning with the works arches and fresh frozen white paint. Please call 07769651920, North West.

LOTUS EVORA



2018, £64,995. Registered in March 2018 this Lotus Evora GT410 Sport is a very special car. Produced to celebrate the 70th anniversary of Lotus Cars' founder Colin Chapman's first ever vehicle manufactured. Quite fitting in that this particular GT410's 1st owner was Lotus Cars and a certain Mr. Clive Chapman used it for PR services. With only 20k miles and full Lotus service history, the car has been meticulously maintained whilst in the hands of Lotus Cars and of the most recent 2nd owner. Please call 07577 575770, South East. (T)

114875

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